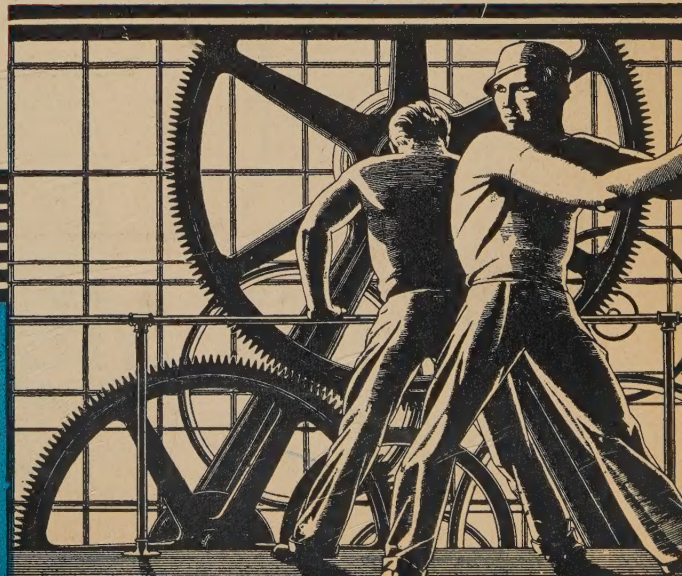


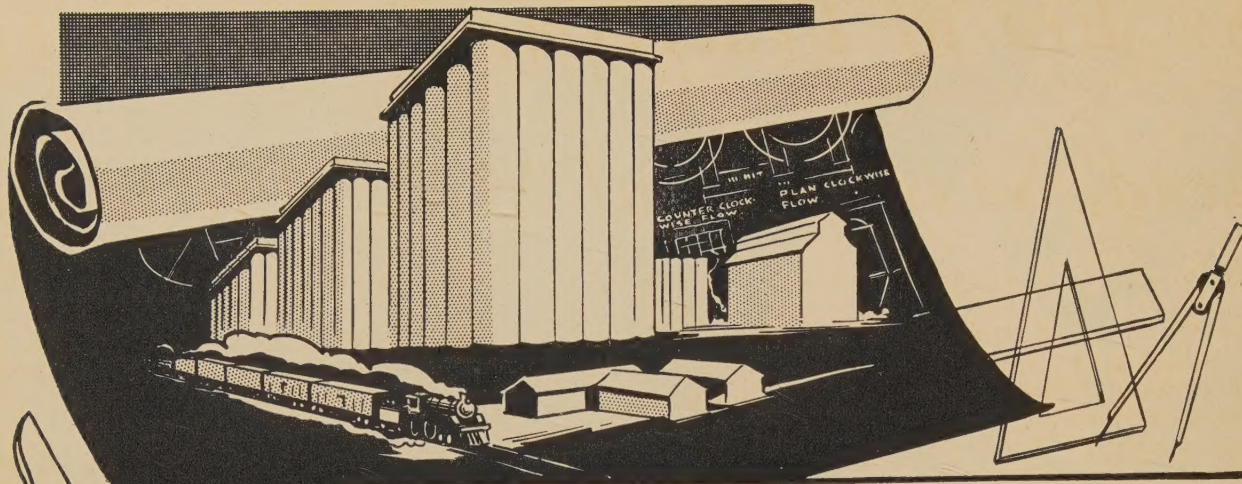


ORIGINAL BY ROCKWELL KENT

Grain

SEPTEMBER 1945





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PROPER *Plant Layout* PROVIDES

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Smoothly operating plants and mills . . . with machines and men in the right places . . . just don't happen! They're planned that way. Knowledge of machine applications . . . and the short distance routing of work . . . makes for greater profits through saving of time.

If you have a bottle-neck in your mill or processing plant . . . or in your mill equipment manufacturing plant . . . we can crack it. We can make your machines and men produce maximum results. If you have an idea for a new machine or tool, or if you want to convert an old machine to a new process—we can engineer the job.

There is a staff of qualified engineers and consultants here with years of experience in modernizing machines and methods.

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BETTER METHODS INDUSTRIAL ENGINEERING CO.

53 W. JACKSON BLVD.

CHICAGO 4, ILLINOIS

New Era of Peacetime Productivity Ahead, Says General Mills' President

"VICTORY is a BEGINNING, not an ending," declared Harry A. Bullis, president of General Mills, Inc., upon announcement of V-J Day. "It is the beginning of the huge task of reconstruction . . . of remaking the world in the pattern of permanent peace.

"At this historic moment we are confronted with two of the greatest challenges ever to face mankind. The first is to achieve in a rapid and orderly manner, a level of production and distribution of goods and services in this country *at least half again as high as has ever been achieved in peacetime in the past.* The second is to build upon the fine start of the San Francisco Charter a world organization for the preservation of peace.

"In approaching these goals, we are confident that government, business, workers, and farmers are all united in the belief that a record level of production *can and will* be reached and that they are all prepared to work together to that end. We are also confident that the vast majority of people throughout the world are determined to do everything needful to build upon the San Francisco Charter a world organization that will be able to realize our fervent wish for permanent peace.

Many Difficult Problems Ahead

"IN the weeks and months ahead there will be many difficult problems. By working together we can solve them, and I believe that we may now look at the future with greater optimism and confidence in the prospects of peace and prosperity than has ever been true of any previous generation.

"Industry must play an important part in the big job ahead. It must turn to peacetime production with broader plans than ever before; all of our returning veterans must be re-employed; more and better products of all kinds must be produced and distributed more broadly . . . present plants and factories must be converted and reconditioned, and new plants built for the production of new

products. Truly, any company exists only because of its ability to serve.

"The surrender of Japan is a signal to begin putting our postwar plans into action. We at General Mills are eager to have all our servicemen back at work as soon as possible. The challenge the future holds for us requires men of their caliber. Also, as soon as materials and equipment are released, we can start increasing the production of our present products, and introducing a number of new products. These new products, developed in our research laboratories, have been held back because of the war. Some are foods, others are chemical products, still others home appliances.

"New products and expanded services to the public make jobs for our employees. They also make work for the farmers and other producers of raw materials . . . and work for the shippers and handlers, salesmen,

dealers, and all the thousands of others involved in our free American industrial system.

"We pledge, therefore, to put our plans into effect, to the best of our abilities, and to go forward with determination, courage, and faith. This we firmly believe to be the way in which we can best serve the peaceful and progressive development of America and the world."

HEFFELFINGER SUCCEEDS WELSH

Mr. F. Peavey Heffelfinger, Vice President of F. H. Peavey & Co., Minneapolis, was elected president of the Grain & Feed Dealers National Ass'n at that organization's 49th annual convention in Omaha recently. He succeeds Mr. J. L. Welsh, head of Butler-Welsh Grain Co., Omaha. Both of these outstanding leaders have addressed SOGES conventions.

V-J DAY AND SAFETY

V-J Day has come and gone, and so far we have felt little or no results. However, we can expect to see a change—gradually at first—but a change that is going to affect our safety program.

We will see the material changes, such as better service on orders for safety equipment. The National Fire Protection Association has announced that restrictions on the manufacture of fire extinguishers have been lifted. We soon will be able to buy our regular extinguishers.

But the big change is going to be in attitudes and viewpoints. Whether we realize it or not even our attitudes are changing and will change further.

There is no use "beating around the bush." A big percentage of our lost-time cases have been due to the lack of interest in the job by the employee and management's inability to follow each ab-



sentee for complete facts. Our insurance company has not had the staff to check thoroughly, and as a result many cases that should have been questioned have gone as disabling cases.

We must begin the trend toward the thinking that a lost-time accident is a serious matter.

It may be several months before we feel the real effects of V-J Day, but they are coming and we should be ready to accept the new situation. —Oscar W. Olsen, F. H. Peavey & Co., Duluth.



TRAPPING **DUST** **EXPLOSIONS** **IS TICKLISH BUSINESS**

... that should be indulged in *only* by individuals who have absolutely *no* respect for property nor a desire to live a long and useful life.

When a dust explosion is *not* allowed to E-X-P-A-N-D, it is "trapped". Then *indescribably* terrible things happen, for the vicious fury of the blast *CANNOT* be chained or tamed.

Furnishing an ever-available *outlet* for pent-up pressures, Robertson Safety Ventilators prevent S-P-R-E-A-D of destruction.

And what's *more*, mounted on your elevator leg Robertson Safety Ventilators minimize the hazards of PRIMARY explosions by venting dangerous fine dust (with positive gravity action).

Be on the safe side with Robertson Safety Ventilators. Descriptive literature upon request. Write today to ...

H. H.

CO.

Farmers Bank Building

Pittsburgh, Pa.

16 TRAPPED, ESCAPE IN ELEVATOR BLAST AND FIRE

Reports **JOHN W. LANCTOT**, of

Charles W. Sexton Co., Minneapolis

AN explosion in one of the grinding rolls, located on the first floor of the workhouse of the Soo Elevator in Minneapolis, occurred at about 10:30 a.m. on September 4th. The rapidly built-up pressure in turn was communicated to the boot of the steel elevating leg handling the ground material from the rolls, elevating it to the top of the elevator for storage in bins prior to its being loaded out.

Either stones or a piece of concrete passed through the cleaners on which the barley being ground was first cleaned, or tramp metal failed to adhere to the permanently fixed magnetic protection in the spout through which the grain flowed prior to its coming into the grinder units. In passing through the rolls of the grinder unit this foreign substance caused a spark resulting in the ensuing explosions and fire.

Follows Leg Up, Then Down

THE up side of the leg handling the ground material was bulged and burst open along all of its visible length from the bin floor level to the top of the house, while the steel enclosure around the head was completely torn asunder and broken away from the roof vent which served to ventilate the interior of the leg. The explosion then apparently traveled along the down side of the leg to the bin floor level, where the steel housing was burst open. This resulted in an additional explosion taking place on this floor due to dust in suspension in the air at the time.

An employee, whose duties included oiling of the bearings, was standing approximately twenty feet distant from this last named point and was severely burned by the flash of the explosion which took place, while two men who were working on the scale floor above indicated that there was

INSPECTOR BERG TELLS OF FREAKISHNESS

To the accompanying report, Leonard Berg, able inspection engineer of the Underwriters' Association, adds:

The queer thing about this explosion was that no damage was done to the leg boot, for even though an explosion of severe force took place within the leg casing, particularly on the bin floor where the leg casing blew open and carried on out over the bin floor, all forces seemed to travel upwards. The fact that the leg was vented no doubt helped considerably.

There unquestionably was some further building up to the explosive force after the blowing out of the leg casing on the bin floor from dust naturally present there—this being at the loaders for the annex belt. However the fact that the annex gallery was clean prevented increasing the wrecking force of the explosion. All spouting appeared to be sound.

a flash of flame through the air on that floor at this same time.

Ironclad Siding Minimizes Damage

THE expanding force from the explosion on the bin floor traveled out the conveyor bridge toward the

battery of concrete tanks, and the ironclad walls of this conveyor bridge were blown off, dropping down to the ground below. This apparently relieved the force of the explosion to the extent that there were no broken windows noted out in the conveyor gallery over the tanks.

The ironclad walls of the shorter bridge, running over to the drier unit located east of the workhouse, were blown off, indicating that the force from the explosion was traveling in this direction as well. During the ensuing fire the wood housing of the grinding roll in which the original explosion took place was charred on the outside, and the belt powering this roll, which came up from line shafting in the basement, was burned through.

The only other damage through the elevator building was the blowing out of numerous panes of glass. Insofar as stock was concerned, the Superintendent indicated that water damage was probably confined to two or three

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Dean M. Clark

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bins containing the ground stock from the feed rolls. Apparently, however, the Fire Department in fighting the fire was very efficient in its use of the hose stream that was carried to the upper floors of the elevator, as there was no considerable amount of water standing on the floors at any point, including the basement or boot pits of the various legs.

This explosion can be attributed to the failure of the cleaning operation or the magnetic protection against tramp metal to remove all such material as stones, iron, etc., from the grain stream. The chief conclusion

which is borne out is one which has been previously expressed any number of times, namely that terminal elevator operations cannot safely include the operation of any grinding units in the same building housing the main elevator operations, and that any grinding operations should be confined to a detached building of light construction which would not communicate an explosion to the main elevator unit, thus endangering the larger values involved in the building machinery, equipment, and stock in such plant, and the additional personnel located throughout a terminal eleva-

tor during the time in which it is being operated.

It is the consensus of opinion of those who checked over the effects of this explosion that if the elevator had been in full operation at the time the explosion occurred, with the consequent larger amount of dust in suspension in the atmosphere throughout the entire plant, an explosion of larger proportions would have occurred, rather than the small one which actually did. The fact that good housekeeping resulted in reasonable cleanliness likewise contributed materially to minimizing the damage arising from this blow-up.

THANKS FOR YOUR CO-OPERATION

An extended printers' strike has now been settled and we hope soon to get back on schedule. Our thanks to our readers and advertisers for their understanding co-operation.

INDUSTRIAL BOOBY-TRAPS

A recent advertisement of a petroleum company in the magazine "Iron Age" suggest the elimination of "booby-traps from your plant." They point out that "oil and grease on the floors are 'booby-traps' that cause slipping and falling accidents, invite costly fires, and side-track vital manpower into non-productive cleaning labor." We want to call attention to the many other booby-traps that have an adverse effect on accident prevention work in our industry.

Safety men can spot "booby-traps" immediately. They see parts, tools, and trucks in the aisles. They call attention to oil-soaked rags in lockers and unswept flour and grain on the stairs, floors and runways. They see scores of things that can and do cause trouble.

Soldiers have been taught to dispose of "booby-traps" for their own safety and the safety of others. Can't we do something to help our safety men eliminate these "booby-traps" and cut down needless accidents?—Don Hansen, International Milling Co., Minneapolis.

METHYL BROMIDE KILLS FUMIGATOR

While on a fumigating job in a Minneapolis mill, Max Rukin, 57, professional fumigation contractor of Chicago, met his death early on the morning of July 20th. According to reports he was using methyl bromide.

FROM MISSOURI—



ARE YOU?

Whether you hail from the original "show me" State or any one of the other 47, we have FACTS in our files that will emphatically prove the superiority of BLACK REXALL Belting for heavy-duty legs and . . .

STANDARD REXALL for bag conveyors.

Send for their performance records . . . compare . . . then just let your own good judgment guide you.

IMPERIAL BELTING COMPANY
1750 S. Kilbourn Chicago 23



— will avoid **BOTH**
Losses and Regrets

YOUR best protection against costly dust explosions is a **DAY** **CORRECTLY ENGINEERED** complete dust control system. Its cost is but a tiny fraction of the huge losses often caused by explosions.

DAY experience, engineering skill and complete facilities can **SAVE** you **MONEY** in the **FIRST** cost and **LAST** cost of an **EFFICIENT** dust control system — or **ANY** sheet metal work of 10 gauge or lighter — including track shed dust suppressors, pneumatic grain car unloaders, leg casings, steel hoppers, bins, tanks, spouting, piping, fittings, etc. **DAY** has been solving dust control problems for over 64 years.

DAY DUAL-CLONE DUST COLLECTORS

Now available in **BOLTED FLANGE** construction, shown here,—prefabricated and riveted at the factory, ready to assemble and bolt together at the flanges. Packs compactly for shipment, easier to handle when installing.

Patented **DUAL-CLONE** construction utilizes to the utmost the basic principles of cyclonic separation—assuring **LOW RESISTANCE**, high **SEPARATING EFFICIENCY**, low maintenance cost, compact design, easy installation. All these advantages are retained in this **DAY BOLTED FLANGE** construction.

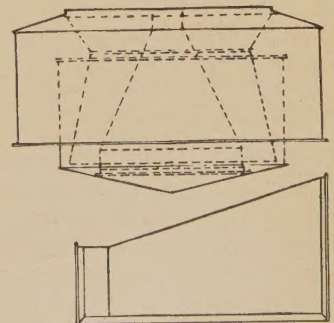
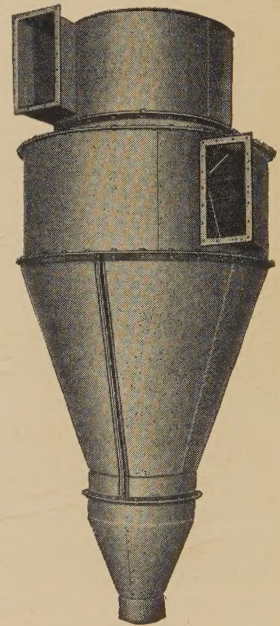
Write us about your needs.

THE DAY COMPANY

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In Canada: The DAY CO. of Canada, Ltd.

613 McIntyre Block, Winnipeg



Packed for shipping. The bonnet, stack and secondary cone nest inside the main body. The 2 halves of main cone nest together.

FIRE MARSHALL'S REPORT ON PORT ARTHUR EXPLOSION

By **L. C. ANDERSON**, Fire Prevention Engineer

UNDER the provisions of The Fire Marshals Act, I investigated the cause of the explosion and fire in Saskatchewan Terminal Elevator No. 5, Port Arthur, on Aug. 7, 1945, at about 10:34 a.m.

Damage included property loss of approximately \$750,000, the death to 22 persons, and injuries to 27 persons from burns and falling debris.

The elevator was 187 feet high, constructed with concrete columns and girders with brick curtains. Floors were of reinforced concrete.

for Thunder Bay district. On Sept. 11th and 12th, 1945, a Coroner's inquest was held at Port Arthur with Dr. C. Powell presiding, assisted by Mr. Ibbetson, to determine the causes of deaths of Ernest Sutton, Samuel Plaksy and Louis Dark, three of the men who lost their lives from the explosion.

All available witnesses who could assist in determining the cause, origin and circumstances of the explosion, gave evidence following which heard the jury recommended:

formed daily by men employed for this purpose with the number so employed proportional to the amount of grain handled and the dust so taken to be disposed of as above set out.

3. That alternative means of escape, either in the form of fire tower or external metal fire escapes leading directly to ground level, should be provided from all work floor levels, and a maximum distance of travel to such exit to be not greater than one hundred to one hundred and twenty-five feet, such fire escapes to conform with

In response to many requests which we have received for the essential facts with reference to the fire and explosion which occurred at Port Arthur, on August 7th, we have decided to make available for limited distribution the final report of Mr. L. C. Anderson, Fire Prevention Engineer of this Office, in which he sets out the recommendations of the coroner's jury.

We trust that this information will be of interest and value to you.

Yours very truly,

(Signed) **C. W. CASKEY**,
Acting Deputy Fire Marshal,
Parliament Buildings, Toronto

The explosion originated in No. 1 Annex basement and caused explosions in the cupola house of No. 1 Annex and on all floors of the work house. This ignited grain in the work house, the wood used in the construction of the cleaning machinery, and the leather and composition belts.

Blames Light Bulb

SOURCE of the ignition cannot be definitely determined owing to the extensive blast damage and deaths of persons in the immediate area, but physical remnants of distorted grain or belt loading chutes and pendant light cord markings on the ceilings, indicate the probable ignition agent was an exposed electric light bulb.

Following a detailed examination of the premises, I submitted the facts to Mr. P. V. Ibbetson, Crown Attorney

Jury Recommends Better Dust Collection, Vents, Escapes

1. That there be regular inspection of Terminal Grain Elevators and similar plants by a qualified inspector, appointed by the proper government, empowered to enforce his recommendations with such necessary amendments of Provincial or Dominion Legislation as may be required being made.

2. That all Terminal Grain Elevators be required to install and maintain at all points where a transfer or movement of grain results in the liberation of dust, efficient dust removing equipment throughout the elevator, and that the dust so obtained be either entirely destroyed or stored in some separate structure, and that the removal of static dust be per-

NEW INTEREST AROUSED

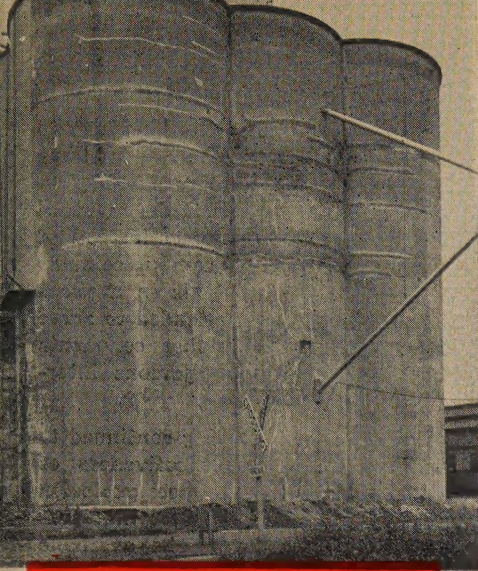
Discussions and correspondence since the disastrous Port Arthur explosion indicate a renewed interest in dust explosion prevention on the part of elevator operators, and I believe we should have an interesting study of this subject at the next meeting of the NFPA's Dust Explosion Hazards Committee.—Hylton R. Brown, Senior Engineer, U. S. Dept. of Interior.

the regulations of the Ontario Department of Labor.

4. Interior stairways should be completely enclosed, the doors opening into the stairway at all floor levels. Stairways starting in the basement should terminate at the first work floor and a distinct or separate shaft enclose the stair ascending from this level to the upper floors of the work house. Passenger elevators should be enclosed in tight shafts with incombustible doors of self-closing type installed on all floors.

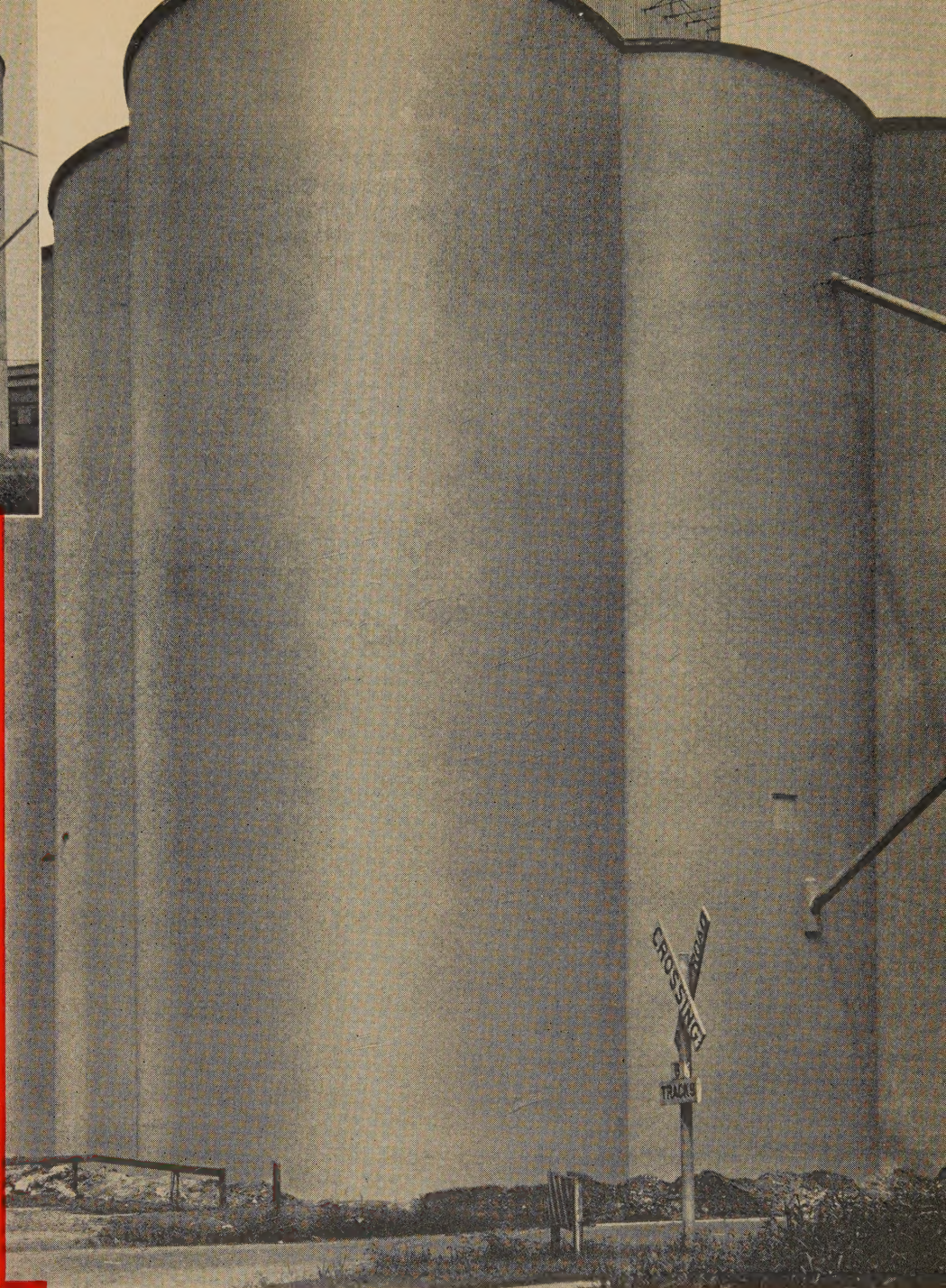
Grounding for Static, Venting Sash, and Adequate Protective Equipment Urged

5. All existing electric equipment not conforming to the regulations of the Hydro Electric Power Commission of Ontario should be removed



THE above unusual picture reveals the infinite care with which The Merchants Elevator at Davenport, Iowa, owned and operated by the Victoria Elevator Company of Minneapolis, Minn., is being thoroughly restored to 100 per cent usefulness — every inch of storage space soon will again be safe and sound for income-producing storage. Several interesting stages in the complete restoration process are visible, including the "flesh grafting" over the "cancers" that have been cut out, the caulking, and the penetrating primer coat. Particular skill in these operations is highly desirable in order to give the tanks just the right flexibility for future expansion and contraction without further breaks at old "sores."

At the right is shown the restoration work just completed. This section of the 1,000,000 bushel elevator now is as weather-tight as anyone could hope for—and your plant and your grain can be equally well protected.



IT'S THE OLD, OLD STORY:

"A STITCH IN TIME"

..... Saves more than the proverbial "nine," as the old axiom goes. For "cancers" in concrete are no different than any other "cancers." Put the knife to them just as soon as they're discovered and you save one whale of a lot of future costly "operations." "A Stitch In Time Saves Nine," true. But more important,—it helps insure the condition of your stored grain,—and how costly that can be when it goes on a rampage. In everyone's past experience there's one or more "black pages" in his memoirs — weeks when the fight with grain spoilage was nip and tuck. You don't NEED to dread any such a recurrence because of the weather now.

Take that "STITCH" in time, TODAY. There are no priorities on our proven materials; your government wants every inch of space in existence, and restoration work of this nature had better be done now while it is still possible to get skilled artisans to assure you the kind of work you get from

JOHN D. BOLTON COMPANY
20 N. WACKER DRIVE *Gunito Contractor* CHICAGO

and approved types installed. Fire resistive partitions with fire doors should be provided for all horizontal passageways for conveyers or internal traffic.

6. All elevators should be provided with an adequate mechanical exhaust system or effective vents to outdoors for all bins, tanks, heads, boots, ganners, scales, belt loaders, belt conveyers under chutes, belt discharges and trippers, all cleaning and similar machines and at car unloading hoppers.

7. That maximum of possible amount of window areas be provided in basements, cupolas, workhouse, galleries and tunnels, in no case less than one square foot of explosion venting area for every 80 cubic feet of total volume and explosion type sash installed.

8. No smoking be permitted on the premises.

9. All equipment to be grounded for static electricity.

10. Adequate fire extinguisher equipment should be provided internally and externally and maintain said parts in good working condition by a specified qualified person.

11. That adequate standpipe installations should be made in all Terminal Grain Elevators.

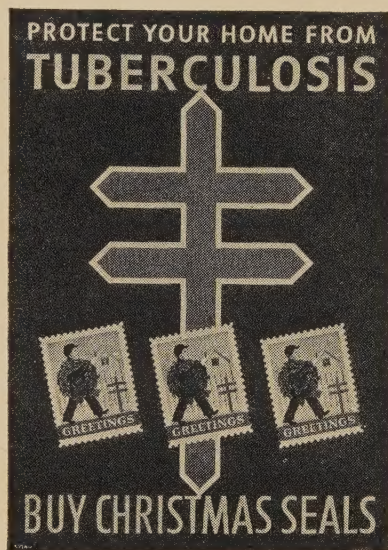
12. That adequate rescue equipment, including Stokes or equivalent stretchers, long ropes and long ladders, be maintained at each elevator.

13. That the City Council and other local authorities give immediate consideration to the adequacy of the existing fire equipment. The disaster which is the subject of this inquiry would indicate that a pump with a capacity of at least 800 gallons is necessary and that an aerial ladder not exceeding 85' would have materially assisted the fire department and might prevent a recurrence of a similar disaster.

The recommendations of the jury were in accordance with the conditions found and are proper remedial action for unsafe conditions. With reference to recommendation No. 5, it should be pointed out that lighting fixtures and controls of electrical equipment could probably be undertaken for all Terminal Elevators immediately, but replacement of all electrical machinery and equipment with such as is approved for new installations by the Hydro Electric Power Commission is a gigantic undertaking requiring considerable time and expense to effect, and probably could not be completed within a period of three years.

MANY SUGGESTIONS COME AS RESULT OF PORT ARTHUR DUST EXPLOSION

"Because it has been proven without any doubt that refuse screenings in their present form are combustible and dangerous to the safety of the workers' lives," government legislation that would prohibit the storing thereof in commercial form in terminal elevators was requested in a resolution passed by the Canadian Lakehead Lodge, No. 650, Grain Elevator Division, Brotherhood of Railway & Steamship Clerks.



EXPLOSIONS POPPING ALL 'ROUND

September seems to be a month in which dust explosions are celebrating the end of the war, or something. At least the record for the month is badly blotched.

Following an explosion at the American Distilling Co.'s plant in Pekin on September 11th, the Spencer Kellogg plant in Chicago took a beating on the 12th. Blowing soybean oil in the refinery, something went wrong with the thermometer controls, the heat went up—and when that happens there's no controlling the oil—it simply goes on a wild spree. Hence at 4 a. m. the laboratory building, among other things, simply disappeared.

Many Found Our Lost "3"

In the paragraph on the required venting area for each cubic foot of internal area in starch plants, page 6, col. 3, August issue, the ratio is given as one sq. ft. for each 5 cubic feet of volume, whereas this latter figure should be for each 35 cu. ft. of volume.

WANTS YOUR COMMENTS

I appreciate the publicity given to the venting report in the August issue of GRAIN. Perhaps we should further stress the fact that the material is in the form of a report instead of a code. Also, that the committee made the information available in a progress report which is intended to serve as a means of obtaining comments and suggestions from persons interested in the subject.

Experiments are being continued to obtain data on the effectiveness of vents designed to release explosion pressure, and I am hopeful that sufficient information will be available at the next committee meeting to permit the preparation of at least parts of a tentative code. The article on the Port Arthur explosion in the August issue deserves some compliments, as well.—Hylton R. Brown, Senior Engineer, U. S. Dept. of the Interior, College Park, Md.

U. S. DEPT. OF LABOR ARTICLE 5

The skill and strength of our industrial workers must be guarded against accidents and diseases so as to carry through the war rehabilitation program. With this end in view Secretary of Labor Perkins' committee to conserve manpower has compiled a list of do's and don't's to keep workers from getting hurt. This is the fifth of a series of articles prepared by the U. S. Dept. of Labor so that all workers can check the hazards applying to their own jobs and safeguard life and limb in their own interest and that of war production.

LADDERS AND SCAFFOLDS

1. Use care in placing a ladder; the foot should be one-fourth of the ladder length away from the wall against which the ladder is leaning.
2. Do not leave tools on top of a stepladder or on any other elevated place from which they may fall. Effective tool holders should be used.
3. Place ladders only against solid and stationary backing.
4. Always face the ladder when ascending or descending. Use both hands going up or down a ladder.
5. Use only ladders in good repair. Never use a broken or weak ladder or one with missing rungs.
6. No uprights, braces, or supporting members of any scaffold should be removed, loosened, or weakened while any of the scaffold planking or flooring is in place.

Believes Relief from Car Unloading Problem Lies in Box Car Design, But Semi-Dumper Promising

By R. B. ROBINSON, Engineering Assistant

General Mills, Incorporated, Minneapolis

EMIL Buelens' article in a recent issue of "GRAIN," regarding the necessity of railroad cars designed for the handling of bulk grain, is most timely. This whole problem of more efficient unloading of bulk materials from railroad cars is of vital concern to our Company, and we are more than anxious to arrive at something better than the Clark Shovel method.

As a matter of fact, our Company has done considerable work in developing, designing, and even manufacturing, a power shovel device. Frankly, however, we do not consider the results of this effort to date to be the ultimate answer.

In Mr. Charles J. Winters' article, "Developing Completely Automatic Shovel Rig," he very courteously contributes the basis of his design as being a further development of shovel rigs worked out by Mr. Buelens.

Everyone Urged To Express Ideas

WE, like others, are earnestly seeking more efficient methods. We are, therefore, taking the liberty of asking Mr. Winters whether or not his design has reached the point of disclosure, and through whom we might deal in case the machine is to be manufactured for sale. Any information which either gentleman may wish to disclose on present developments of power shovels will be appreciated. Mutual assistance in a case like this will go a long way toward solving the problem.

Probably, as Mr. Buelens points out, the best answer to unloading the whole grains from railroad cars is a properly designed railroad car in itself. In this connection we certainly agree that if the railroads would really put their shoulders to the wheel, a railroad car could be designed which would be adaptable to quick dumping when used for grain shipment and still be easily and quickly converted to standard commodity box car usage.

End Door Dumping Suggested

ONE perhaps weird idea would be that the railroad equip box cars with doors at the end which, when released, would provide a discharge

HOPES TO ANNOUNCE DEVELOPMENTS ON UNLOADER

I note with pleasure that the Chicago SOGES Chapter discussed our shovel machine experiment at their June meeting, and I do hope that within the near future we will be able to make the results of our work known to all of the folks who are interested in the idea.

At the moment, however, we do not think we ought to publish a blue print of the layout, as we would prefer to have the machine in successful operation before we place it in the hands of others who might thereafter be inclined to repeat the very experiment, and to expend sums of money on duplicating the work we are doing here. But you can rest assured that just as soon as we are convinced that the machine with which we are working is fully practical, we will be glad to make the details known to the grain handling industry. — Charles J. Winters, Superintendent, Public Grain Elevator, New Orleans.



opening at the end of the car, the width by, say, 18" above the floor. We would then need to provide double inclined track ramps (say 35°) or humps, and by car haulers, pull the car on to the ramp, bringing the car to rest at the 35° inclination, open end door allowing grain to run out through the end door opening into the receiving pit; empty car then to

be pulled over the hump and down the opposite ramp to empty car tracks.

Then, too, why could not a regular box car be designed with permanent hoppers, etc., below the floor line, and with removable floor sections—the design to be such that when car is used in regular box car service, the floor sections would remain in place; and when they are to be used for bulk shipment, the removable sections would form the slopes of the hoppers required above the floor level?

Offering Prizes for Ideas?

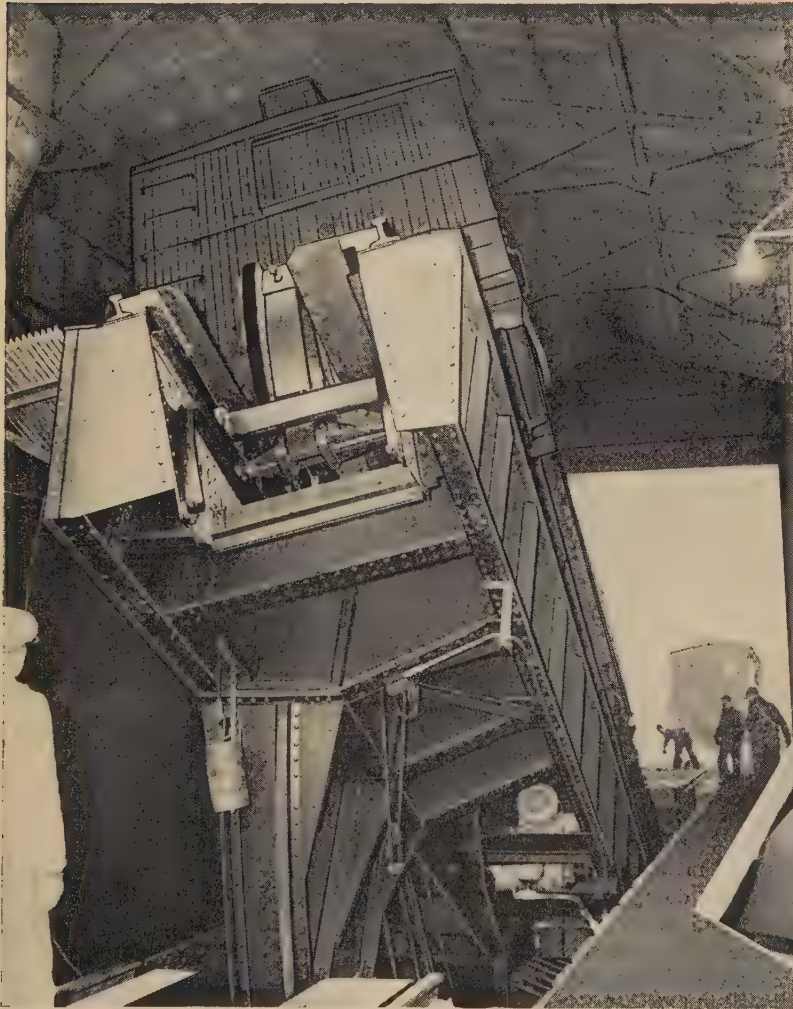
THESE probably would not win your prize; but, out of the multitude of similar suggestions and ideas that offering a prize would bring to light, would make your suggested plan seem very worthwhile. Without having made any approach which would indicate my Company's executives' approval, I feel quite certain that approval could be had in making contribution to a pool for prize money which, for example, the magazine "GRAIN" might sponsor.

As to the survey which was made by the Association of American Railroads in which "GRAIN" reports that some thirty flour mills requested that the carriers make no change in their present methods of handling grain in ordinary box cars because they wish to use them to load out flour, feed, etc., it is doubtful that the mills could seriously object to receiving grain in box cars which are so designed and equipped that the grain could be removed quickly and still be able to use the same cars in the shipping of other products. I am a bit suspicious that the railroads may possibly have both asked and answered their own questions.

Believes Calculations Askew

A POINT that the railroads have missed in their 2% ratio of grain hauled to total mileage is the fact that

You too, can *Unload* up to
313,070 bushels of grain from
186 box cars in a single day



Car on end tilt at Farmers Union Grain Terminal Association, Superior, Wis., where the Richardson Car Dumper is *not a seasonal "luxury," but an every-day "dividend payer."*

Car on side tilt, with grain doors lifted out of the path of the grain—at F.U.G.T.A. *Plants operate a great deal more efficiently when equipped with a Richardson Car Dumper.*



WE QUOTE:

"The Farmers Union Grain Terminal Association at Superior, Wisconsin, unloaded 186 box cars in one day—313,070 bushels of grain. The elevator unloaded an average of 131 cars a day from June 1st to 13th"—GTA Digest, July, 1945 . . . *What wouldn't you have given for a Richardson Car Dumper this past season?* . . . Why not get further details today; just write to—

RICHARDSON SCALE COMPANY

CLIFTON, NEW JERSEY

Chicago

Minneapolis

Omaha

Wichita

San Francisco

bulk material shipping is not limited to grain; also that doubtless all existing box cars were figured into their compilation, whereas many carriers originate no grain shipments.

Getting down to present available methods, the problem of removing bulk materials from conventional box cars, either mechanically or pneumatically, is possible of great improvement. As far as we are concerned, we have given up hope of doing this job pneumatically. Any scheme of unloading, which will be acceptable, must have as its goal unloading rates of at least four to eight cars per hour, and when we resolve this requirement into tons per hour, we arrive at tonnages ranging from 240 to 480 tons per hour.

Pneumatically handling engineers have advised that these are excessive rates, which can be handled pneumatically—at least economically—considering the amount of space available and the peculiar arrangement of the working space.

Semi-Dumper Idea Appealing

OFFHAND, semi-dumper ideas appeal most to us. Along this type of unloader, you mention the Frauenheim unloader. If possible, we would like to know more about this scheme and as a matter of curiosity would very much like to view the scale model if available for disclosure.

It is encouraging that the problem of bulk material unloading is receiving some very earnest and competent attention from "GRAIN" and the members of the Society of Grain Elevator Superintendents.

ENDORSES PRIZE MONEY IDEA

The suggestion of creating a pool for prize money which would be awarded to the person making the best suggestion for an improved method of unloading boxcars seems very good to me. I believe the executives of our company might be willing to contribute toward a pool of this nature.—Emil Buelens, The Glidden Company, Chicago 39.

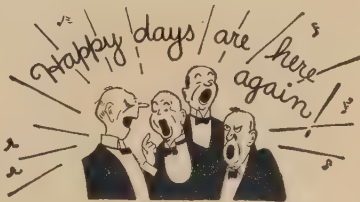
LIKES SIDE-TIPPING IDEA

We are currently very interested, as obviously many of your readers are, in the unloading of grain cars and would be very appreciative of any suggestions you might have for contacting others relative to current developments.

We are already familiar with the Webster Company's variation of the

device developed by Mr. Baxter of Buffalo. We would like to have the names of any equipment manufacturers or individuals that you think might be interested in giving us further information, especially anyone who has a commercial development of the sidetipping idea—as differentiated from the full side and end tilt terminal Richardson dumper.—H. L. Stackhouse, Plant Engineer, Post Products Division, General Foods Corp., Battle Creek, Mich.

(Ed. To date the only automatic or semi-automatic car unloading rig which has proven out over any period of time is the Glidden unloader. We have been instrumental in having experimental work conducted, in encouraging the development of mechanical, pneumatic, and semi-dumper devices, and we intend to continue prodding until the best methods are fully acceptable. Just as quickly as one or another rig now in the course of development seems to hold any superiority we shall open these pages to full details. In the meantime we



urge all interested to air their views, their ideas, their objectives, to the end that the best car unloading answers will be forthcoming just that much quicker.)

SEND HIM YOUR COMMENTS ON HOPPER-BOTTOMED CARS

I ran across a picture showing ordinary gondola cars being used for grain handling, and indicating that these standard cars were being fitted with old box car tops for the purpose of moving grain during the current emergency—the inference being that a large number were being pressed into service.

It occurs to me that these cars will probably be shipped more or less promiscuously, and will result in a large number of plants and elevators having some experience with them. Consequently it might be well to poll the industry and ascertain their reaction towards the use of gondola cars with proper modifications as a permanent method for the handling of grain and bulk grain products.

If this suggestion is followed, I do believe that we would obtain interesting data on which the Transportation Committee could predicate its future work. I would be willing to cooperate further in the preparation of a questionnaire.—Sidney I. Cole, The Industrial Erectors, Inc., 1316 W. Cermak Road, Chicago 8.

CARRIERS ASKING WHAT SERVICE AND WHAT EQUIPMENT IS WANTED IN THE FUTURE

The railroads are going to their customers—the shippers and receivers—to find out what they want freight service to be like in the future, says F. J. Wall, chairman of the Traffic Subcommittee of the Railroad Committee for the Study of Transportation.

This is being done, Mr. Wall explained, through a questionnaire which the members of the Traffic Subcommittee are sending today to 18,679 large and small shippers throughout the country. The questionnaire seeks suggestions as to such subjects as service and equipment, rates, minimum weights, tariffs and classifications, packing requirements, and sales and servicing. Each shipper is particularly asked to indicate his individual requirements for railroad freight service in the years ahead.

When this information is assembled, the railroads will be better able to determine the different types of traffic they will be called upon to move in the coming years and the kind of service needed to handle this business. This survey, Mr. Wall pointed out, is an important part of the extensive studies being carried on by the Railroad Committee for the Study of Transportation to supplement the work being done by individual railroads in developing information for use in meeting postwar conditions.

Mr. Wall is vice president of the New York, New Haven and Hartford Railroad, and letters of suggestion should be addressed to him %Association of American Railroads, Transportation Building, Washington 6, D. C. "Here is a tailor-made opportunity for our industry to go to work," said Lloyd Forsell of Albert Schwill & Co., president of the Chicago SOGES Chapter. "The railroads are asking for suggestions, so let's decide what we want and then tell the carriers—sending carbons of our letters to GRAIN so we may all share in every good idea."

Peak Movement Every Day

THESE past few years we have had a year 'round "fall" operation. So far this year, without having shipped much of the new crop, we have handled more than 25,000,000 bushels of grain.

It occurred to me during our Spring operation, that if our receipts continued heavy in to the Summer, I ought to organize two crews for day and night operation. This I did. (Incidentally, I had assured every man of a full vacation during the month of July.)

Whereas we had a thousand cars running, at one time during the month of June, we still crawled out from under, with very little demurrage.

Green men, preferably war veterans, were hired and given about two weeks of training before we started the double crew. The results have been very gratifying. All of our boys

produced. Everybody has a day off a week, Sunday being "swing" day when the day shift swings to night work for a week, and everybody had a vacation in July.

Richardson Dumper Saved the Day

WE are very fortunate that our General Manager had the foresight to insist on the installation of a Richardson Automatic Car Unloader. This unloader, to date, has not shut down for more than four hours at any one time. We have unloaded close to fifty thousand cars since November of 1941, and repairs, though constant, have been negligible in cost.

Our best unload day was 202 cars, of which 186 were unloaded on the Richardson Unloader in twenty hours. The other 16 were unloaded on our shovel rig. On this day, June 8, 1945, we had 42 cars unloaded in the first four hours and 86 at the end of eight

hours. Then we had a few railroad delays, and finally ran out of cars.

I am looking forward to our next SOGES convention and to the meeting of friends I have made in the Society.—Russell Johnson, Superintendent, Farmers Union Grain Elevator, Superior, Wis.

ANOTHER DUMPER

FOR SUPERIOR

Construction of an additional \$1,180,000 grain storage elevator at Superior (Wis.) will begin soon, states the Great Northern Railway. The new reinforced concrete structure will have capacity of 1,348,000 bu. Present grain facilities of the railway total 11,500,000 bu.

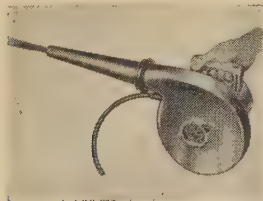
A mechanical car dumper to be installed, will unload from 8 to 12 loaded grain cars hourly. A grain drier, unused since fire destroyed the railroad's elevator "X" in 1942, will be rehabilitated for use chiefly in drying corn. Archer-Daniels-Midland Company, which leases the other units, also will operate the new terminal. Work is expected to be completed next summer.

The victory of success is half won when one gains the habit of work.—Sarah A. Bolton.

Steinlite

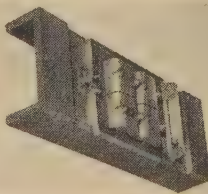
moisture tester is

For really fast work in testing moisture content of grains, dehydrated foods, and a host of other products . . . use the Steinlite. Almost any operator can get results in two or three minutes . . . a good operator in one minute. Yet the Steinlite is reliable and dependable. It is precision built by a pioneer firm of radio engineers and calibrated against official oven methods. Sold on ten day free trial basis. No money down. \$275.00 F.O.B. Atchison, Kansas. Write for circular.



PORTABLE ELECTRIC BLOWER

Model 6-A—Especially recommended for removing dry dust from machines and motors up to 20 H.P. Equipped with powerful ½ H.P. G.E. universal motor mounted on Norma ball bearings. No oiling. Easily converted into sprayer or industrial vacuum cleaner. Attachments extra. Price \$54.45. Send for a complete circular. Other models available.



PERMANENT MAGNET

Removes tramp iron, protecting equipment from breakage, preventing contamination of feed or other finished material, eliminates fire hazard. Approved by Mill Mutual. Triple plates, instead of usual two, backed by double set of Alnico Magnets, giving twice the magnetic efficiency. Complete with fittings. 4-inch, \$45.00; 6-inch, \$55.00; 8-inch, \$65.00; 10-inch, \$80.00. Other sizes available.



"HEADQUARTERS" FOR EQUIPMENT

Come to Seedburo for hundreds of items of equipment and supplies . . . seed testing, grain grading, plant maintenance, etc. If you have not received your copy of the 1945 Seedburo Catalog and Grain Graders Guide write today.

SEEDBURO
EQUIPMENT COMPANY
FOUNDED 1912

626 BROOKS BUILDING
CHICAGO 6, ILLINOIS

NO MORE SHOVELING FOR THEM

It was very gratifying to receive requests for two car dumpers from F. H. Peavey & Co.'s Oscar Olsen for Duluth and Council Bluffs. After all the thought and work Oscar has devoted to the worthy cause of efficient and economical unloading of cars, we are going to do everything possible to give him the best car dumpers ever produced.—Ingram H. Richardson, Richardson Scale Co., Clifton, N. J.

Corn Exports Limited

Some 4,429,000 bu. corn for human consumption to relieve critical food shortages is to be exported during the fourth quarter by commercial and government agencies, rules the USDA. Of this quantity 3,264,000 bu. are authorized to be purchased in the trade, including 2,000,000 bu. for Canada, 1,000,000 bu. for Mexico, 128,000 bu. for the Philippines, 106,000 bu. for Cuba, and 10,000 for French Guiana. The remaining 1,165,000 bu. goes to UNRRA for France, Belgium, U. K., Netherlands, and the British Colonies. Authorizations during the third quarter totaled 1,610,000 bu., principally on government exports.

Boost Demurrage Rates

Because of the critical shortage of boxcars the ICC has reinstated higher demurrage penalties. The charges are the same as those that were in effect earlier in the year, and are: Two days free time; after that time the next two days @ \$2.20 per day; the third day after free time, \$5.50; the fourth day, \$11.00, and \$16.00 for each succeeding day. The order becomes effective temporarily for 30 days on Nov. 15.

Loading Minimum Raised

The recent ODT order lowering minimum carloading requirements for feed grain products to 50,000 lbs. has been rescinded and the minimum carloading requirement is reinstated at 60,000 lbs. The reduction to 50,000 lbs. proved to be impractical.

Canvas covers and tarpaulins; truck, boat, machinery; indoor and outdoor protection. Highest test duck, full weight; double sewed seams; grommets set in reinforced patches. Finest mildew, waterproof processing. All sizes. Direct factory prices. Immediate delivery. Send for literature now. Industrial Mfg. Co., Dept. 44, Milwaukee 2, Wis.

WATCH YOUR CORN

Corn contains more moisture this fall than usual, and some corn cribbed early is damaged. We hear that corn left in the field is in better condition than what was cribbed early. This fall has had less moisture than we have had for many years, and if this continues in to December it will mean the saving of a lot of corn.—A. H. Meinershagen, Sec'y, Missouri Grain, Feed & Millers Ass'n.

"We can distribute wealth by political action, but not genius, character or leadership."—H. W. Prentis, Jr.

LOADING RECORD

Some 318,000 bu. grain was loaded on the steamer "Richard Randall" in 15 hours and 10 minutes at Galveston Wharves' Elevator "B" this month. Earlier some 281,000 bu. were loaded on the "Eldridge Gerry" in 13 hours and 40 minutes—records for export loading at Galveston.

FINDS IT INTERESTING

I receive your publication "GRAIN" regularly and read it with much interest.—H. J. Humphrey, Vice President, Canadian Pacific Ry. Co., Montreal.

Control . . .

**WEEVIL...along with
EGGLIFE and LARVAE**

by using

Larvacide

CHLORPICRIN

Chlorpicrin Tear Gas Fumigant

Larvacide's Effectiveness stands proven by twenty years' outstanding success.

- EASILY APPLIED
- PENETRATES KERNELS to kill egg life within
- GETS INTO WOODWORK cracks and crevices to kill lurking refugees
- VERY ECONOMICAL—Only \$1.50-1.70 per thousand bushels, in closed concrete bins.

FOR SHALLOW BINS

which cannot be turned
conveniently

USE LARVACIDE 15-MIX

spraying or sprinkling grain
surface.

Larvacide comes in cylinders containing 25, 50, 100 or 180 lbs., also in handy 1-lb. Dispenser Bottles, each in sealed can, one dozen to wooden case. Stocked in principal cities.

Larvacide 15-Mix comes in 50-gallon drums only.

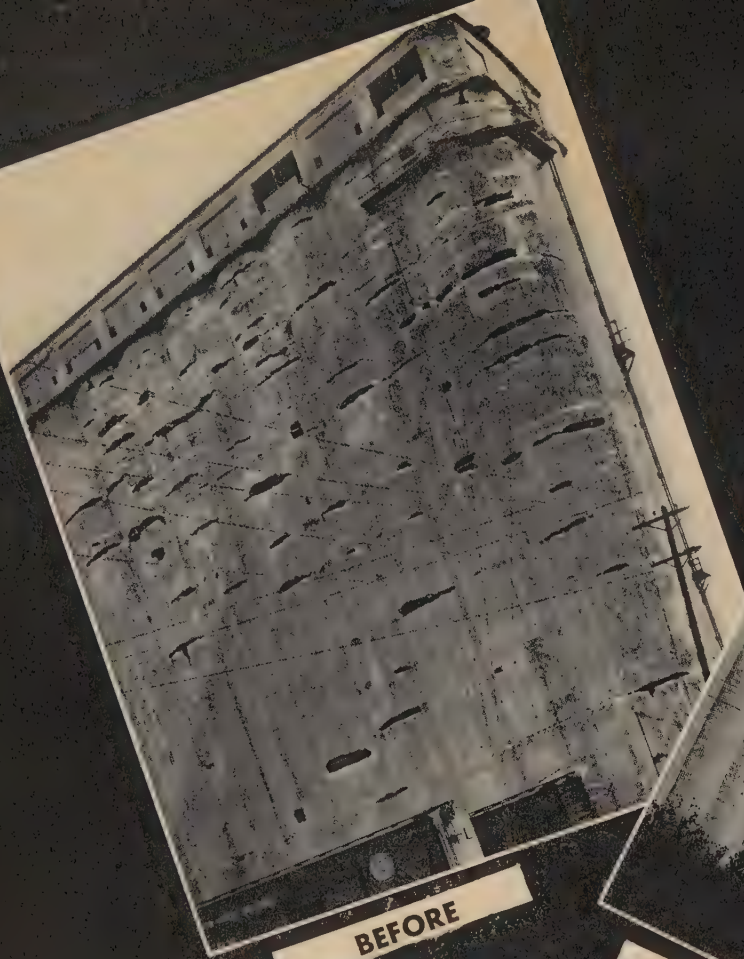
Write for literature on Effective, Economical Pest Control.

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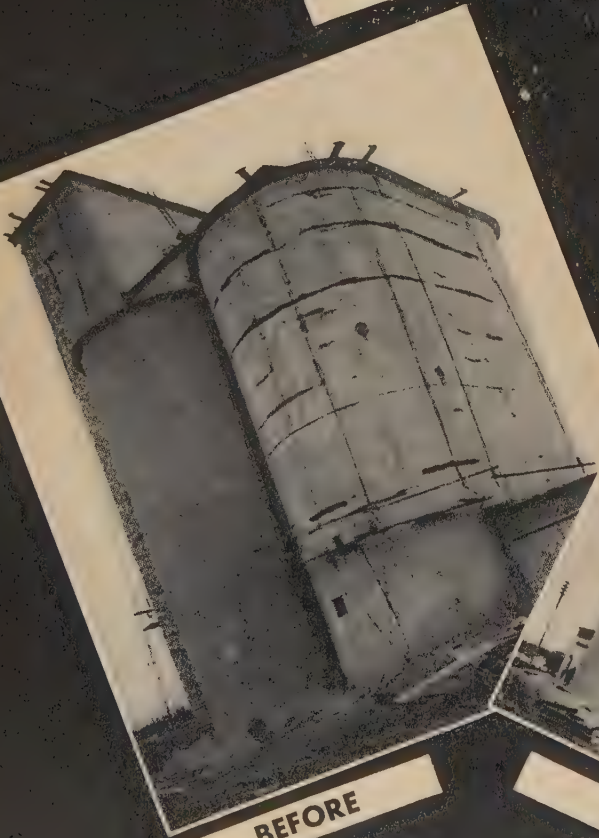
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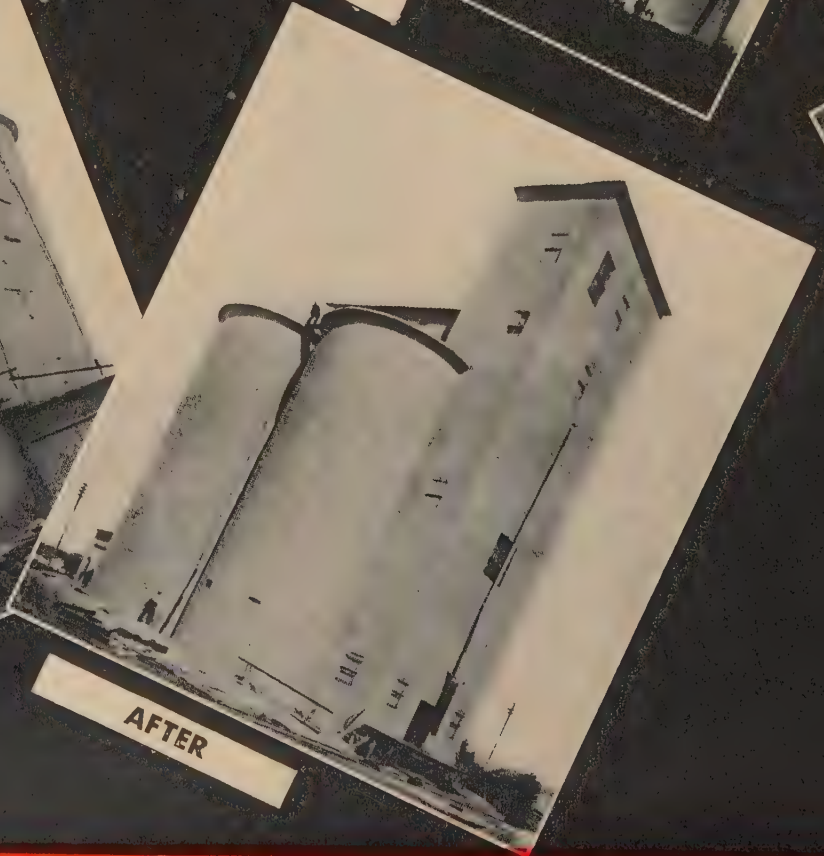
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AFTER



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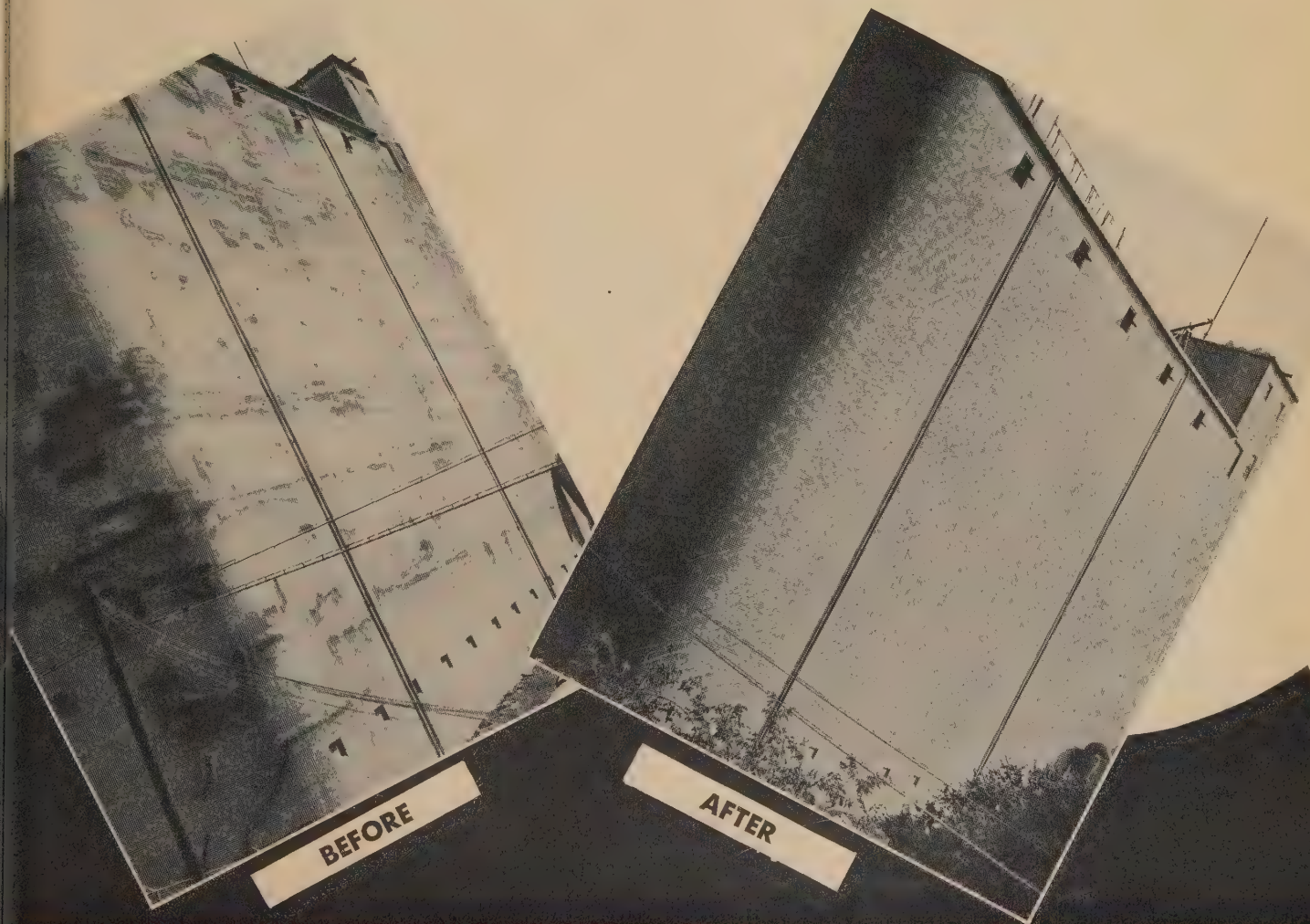
B. J. MANY CO., Inc.

SULTS ACCOMPLISHED

The Yardstick By Which To Measure The Real Worth of Repairs and Weatherproofing

The before and after pictures shown here are typical examples of *results* invariably secured by the B. J. Many Company, Inc., when repairing and weatherproofing grain tanks and elevator work houses.

A B. J. Many job lasts longer, is worth more: naturally costs more. Cheap materials and faulty workmanship represent false economy.



30 N. La Salle St., Chicago 2, Ill.

Grand Central Terminal, New York, N. Y.

Baltimore Life Bldg., Baltimore, Maryland

213 State Street, Detroit, Michigan

AUTHORIZED AGENTS: Pioneer Sand & Gravel Co., Inc.,
901 Fairview Avenue North, Seattle 9, Washington

Northland Machinery Supply Co., Ltd., Winnipeg, Manitoba

R. H. Crawford, Oakville (Ontario) Canada

Northland Machinery Supply Co., Ltd., 203 Hardisty Street,
Ft. William, Ont.

CARLOADINGS VARY WIDELY

Reflecting the tight situation prevailing in the supply of box cars, carloadings during recent weeks have varied more widely than for years, viz:

	1945	1944	1943
Aug. 18	53,897	49,913	56,116
Aug. 25	66,768	49,327	54,288
Sept. 1	66,255	47,862	54,277
Sept. 8	51,601	43,621	47,768

NO SLACKENING OF PACE

On the basis of estimates just compiled by the 13 Shippers' Regional Advisory Boards, car loadings of grain and grain products are in for still another boost during the fourth quarter. All grains will account for a 13.9% increase, or from 365,420 cars actually loaded during the fourth quarter of 1944, to 416,263 this quarter. Flour, meal and other mill products, too, are due for a rise, but only 4.3%, or from 224,776 last year to 234,444 this quarter.

LARGE WINTER FLEET

Between 90 and 100 bottoms will tie up in Buffalo this winter with around 30 million bu. grain aboard, grain men expect, judging from the current export movement and the brisk foreign demand. Some 30 million bu. a month had been pledged abroad.

CORN GRIND SLUMPS

Corn ground for domestic consumption during August by 11 refiners totaled only 6,840,325 bu., compared with 9,544,024 bu. during July, and 9,708,196 bu. during August of 1944.

CORN PRODUCTS GRINDS WHEAT

For the first time in our history, reports Lou Gillan of Corn Products Refining Company, our Argo plant commenced grinding wheat on Sept. 17th, due to the tight corn situation.

WHEAT GRIND UP;

315 MILLS GRIND 93%

During August 54,459,964 bu wheat were ground by 1,034 mills, including 29 mills producing granular flour for the production of alcohol, et al. Of these 29 mills, 10, with a daily capacity of 15,444 sacks, produced granular flour exclusively.

This compares with 52,281,396 bu ground by 1,034 mills during July, and 46,670,552 bu ground by 1,006 mills in August of 1944.

Of the 1,034 mills reporting for this August, 315 of that number ground 50,845,695 bu, or 93.36%.

CCC TO BUY LOAN WHEAT

A program calling for the purchase of loan wheat, in April and May of 1946 at a price 15c over the loan price but not higher than the wheat ceiling price has been authorized for CCC.

FEEMSTER BUSY

Am still with the Norris Grain Company at their No. 2 elevator. The heavy rains this summer gave us some respite, however they also played havoc with the local wheat. As we have no drier nor cleaning machinery, it puts us behind the eight ball when the crop is practically all light weight, tough, and rather generally bad.—H. William Feemster, Baltimore.

GRAIN CONSUMPTION UP

According to the W.C.T.U., nearly 2,000,000 tons of grain were used in brewing beer during the past 12 months—beer that reached an all-time high of 86,535,000 bbls. An alcoholic liquor bill of \$7,100,000,000 is indicated for 1944.

EUROPE NEEDS 800 MILLION WHEAT

Europe is reported to need about 800 million bushels of wheat. Nearly every country in that war area is short on grain production. Germany, France, Belgium, Italy and the Mediterranean area are most seriously affected by short crops and accumulated needs. The U. S. and Canada are in the best position to supply those needs and are slated to share about evenly in exports to those countries.

It must be kept in mind, of course, that those huge food requirements in Europe are only temporary until those countries become sufficiently rehabilitated to resume their own normal production. It will be remembered that most European countries had assumed an almost self-sufficient basis just prior to the war.

Whether they will return to such standards of production—and what our own national policies will be with regard to production for export—cannot be foretold, but it is certain that another year will take the edge off of the current large demands for American grains.—Don M. Gemberling, Sec'y, Pacific Northwest Grain Dealers Ass'n, Spokane.

GERMANS TO GO HUNGRY

A serious food crisis will have to be faced this winter by the Germans in the British occupation zone because of crop failures brought on by bad weather. Their food shortage will be far worse than in the liberated countries, however no one will die of hunger. Some food already has been imported, but most of it has gone to Berlin and the Ruhr—the balance being held for emergencies.

Some 350,000 bu. of U. S. wheat is being held in reserve in the American zone, cost of same to be added to the reparations bill.

BURNS GRAIN DOORS

A pile of grain doors were burned at a Council Bluffs terminal as the result of a grass fire which started an early morning blaze.

A FRAID of HOT CORN

We've Saved Millions for Others. And
We Can Show Increased Profits For You.

Avoid Costly Losses with Your Zeleny.
Costs Less Than Repeated Turnings.

Save Yourself Losses and Headaches by Writing Today to

ZELENY THERMOMETER SYSTEMS

9 South Clinton Street

Chicago 6

Job Analysis, Job Description, Job Evaluation, Aptitude Tests, and Returning "Vets," Discussed

"SOGES A Trail Blazer," Says Alger. "And Let's Remember You Pay for What You Don't Have, Whether You Adopt the Newer and Better, or Not." Lou Gillan Warns All to Revamp Their Personnel Relations Program or Suffer Consequences



THE September meeting of the Chicago SOGES Chapter will long be remembered as one of the best "openers" on record, for not only were there 76 present, but every minute was packed full of enlightening helpfulness.

Commencing with a 3 p.m. tour through the spick-and-span Albert Schwill & Company malt house in South Chicago, the assemblage keep the "pot boiling" long after the customary time for dinner meeting adjournment.

Every operation in the large grain processing plant, from the unloading of the raw barley to the shipping of the finished product and by-products was carefully examined and explained by the several well informed guides leading various groups on tour, which guides included top plant management. Of no little interest was the novel constructed Zeleny "reading" room being built to exclude all moisture. To say that many worth while pointers were gleaned from the trip would be a gross understatement.

Hors D'Oeuvre and "Samples"

FOLLOWING the instructive two-hour inspection trip, the company hospitably invited all to partake of delicious hors d'oeuvres and samples of some of the amber fluid made from their superior product. Needless to say no one left until all the delectable morsels had vanished. From here the body moved out to Cape Cod Inn, some five miles further south (and the north-siders want all to know it was at the southern extremity of the city), where following a delicious steak dinner, the meeting got under way.

Being the first meeting of the new fall-winter-spring series of gatherings, retiring President Steve Halac of Soya Products Division of The Glidden Company couldn't resist the splendid opportunity of citing that the Chicago Chapter now had over 100 members in its unit, that this group was 300% ahead of all other chapters in the matter of obtaining active new members, and then called upon all past presidents, charter members, and "wheel horses" to take a bow.

"Government restrictions are off," he said, "so let's make this 'father' chapter a REAL father chapter! We have the most diversified group in the country, so let's keep going forward lots faster than we have in the past." Amid applause, retiring President Halac turned the gavel over to President-elect Lloyd Forsell of Albert Schwill & Company, maltsters.

"We all derived a terrific amount of benefit from our meetings last year under the capable guidance of Steve Halac," Mr. Forsell said in acknowledging his introduction, "and I know you all will co-operate just as intensely during the present term. We've

all heard that old 'saw' so often that perhaps it has lost some of its forcefulness, but it still stands that you or I only 'get out of anything what we put into it'. We all have ideas, so let's put them together and continue making history.

"The Society of Grain Elevator Superintendents is a 'trail blazer'. Industry has been mighty slow and secretive in the past. Many seemed afraid a competitor would get something from their representative. The ridiculousness of that thought has now been replaced by the proven fact that 'you pay for what you don't have, whether you install the newer and better or not'.

Nothing Ever Lost

"Five years is a long time to look back to," responded Chet Alger, able dust explosion hazards, personnel relations, and safety authority of the Corn Products Refining Company, Argo, now President of the Argo State Bank, when called upon as an outstanding past president for a few timely thoughts on the afternoon's program. "But it is a mighty short time to look back upon. Some of us look older than we did five years ago, but most of us had or have sons, daughters, and sons-in-law in the war. That war is over, primarily because industrially we are currently leaders in the world.

"We went through a huge malt house today. Perhaps we can't use what we saw today, but from my experience I know that within an-



WHEN IT'S TIME TO FUMIGATE



Don't wait until the Eleventh Hour

Proper grain fumigation *halts* insect damage. But it can't *repair* the damage already done. Only when infested grain is treated early can all insect damage be *prevented*.

We've sold Weevil-Cide where, you might say, they'd waited until the *twelfth hour*. Yes, it killed the bugs, but they didn't have anything much when they got through. Another thing, when grain gets in that shape it takes a lot more dosage. We'd rather have sold them *half* as much 90 days earlier. We *mean* that.

THE

Weevil-Cide

THE DEPENDABLE GRAIN FUMIGANT

COMPANY

1110 HICKORY STREET
KANSAS CITY, MO.

other five years we'll all have occasion to use what we saw, and how grateful we'll be to have such a forward looking association to afford us such inspection tours, and such co-operative members to do such an excellent job of so carefully explaining everything comprehensively. How can we lose if we keep following such constructive lines of activity? It will only be those who do not participate who will drag so far behind they eventually will fall from sight.

"I had a unique experience this noon. I heard a speaker expound on: 'Take An Hour To Say No.' Some of the many fundamental thoughts embodied in the obvious reasoning leading to this conclusive title, including good will, are just the same factors which make for the success or failure of either a person or a company. Nothing stands still, as many employers, employees, and businesses are going to rudely find out one of these bright and sunny days. This Society of ours seems to be on the right side of the ledger in every relationship. Let's keep it so. We have some great leaders, and if we will all get behind them and contribute our share of the necessary 'oomph' to make it continue 'ticking' we'll go even further than we have in the past. There's great promise ahead, but let's neither you nor I say 'no' whenever we're asked to contribute ideas, efforts, or whatever. Let's gear ourselves to bigger and better accomplishments with each passing year." [Applause]

Job Analysis; Personnel Relations

The next section of the program was devoted to "Personnel Relations" and "Job Analysis". Following the customary "round-table" introduction convention, President Forsell and Director Halac read carefully thought out treatises, the first of which appears in this issue.

In the instructive discussion that followed, Lou Gillan, Corn Products Refining Company, after congratulating the Schwill staff on the tidiness and cleanliness of their plant, "seconded the motion" on the remarks voiced by Messrs. Forsell and Halac. "Picking the right man for the right job, whether it be for office boy or for president," Mr. Gillan opined, "is 95% of personnel relations. Our operations require quite a large number of employees, as most of you realize, and of the 750 of our 2,000 workers who left to serve our country, only 60 have returned to date. With no new help available in the area, we hired some 400 Jamaicans, who proved to be unadaptable, we ran buses to

"West Madison street," in fact we did everything humanly possible to keep going. And truly, if we hadn't we would have been unable to operate.

"Incidentally, inasmuch as I know a number of you are curious, women didn't work out in our plant. Instead they created quite a social problem.

Mechanical Aptitude Test Used

"We used very successfully a mechanical aptitude test. At the present moment we are now trying to work this into our processing departments.

"At the bank, of which our good friend Chet Alger is president," Mr. Gillan added with a twinkle, "they use a psychologist for interviewing applicants. The psychologist first asks the applicant: 'What's two and two?' If the applicant answers 'four,' he is accurate. If the applicant answers 'twenty-two,' he has imagination. If the applicant answers 'four

today know that we never again will have sufficient men to do this sort of work. The back-breaking jobs of today and yesteryear are a thing of the past. Your boss and my boss, and you and I are not going to shovel out box cars. And just as soon as we can get away from it we are not going to ask anyone else to do this kind of work either.

"This leads up to the point I wish to make, namely that we are and we must depend upon the machine-builders to solve an increasing amount of our personnel problems of the future with new and better equipment."

Before concluding, Mr. Gillan proudly announced that the Argo Plant of the Corn Products Refining Company had won the National Safety Council's Food Section Award for the past three successive years, and gave a short, punchy resume of their successful safety endeavors.

MANAGE—MEN—(T)

There are hidden values in many things, including words. Your editor dreamed one up in front of his shaving mirror one morning and passes it along because it seems so plain and because it is so often overlooked.

The function of Management takes in a lot of territory. That's the trouble with any definition of it. Many think of it in terms of managing money, costs, methods, machines, systems and other abstract, inanimate factors. But you will almost always find that the **consistently successful** Management is one which is unwittingly a purist in the field of etymology and considers the word Management(T) without the "T" to mean exactly what it says "to manage men."

No organization can grow faster than the ability of its personnel. None can increase in size nor influence except as its man-power be managed, trained, and inspired to larger fields of vision, to greater capacity for creative effort. Remember that men do not do their best work for money only—they do their best in the work they love, for the "bosses" they admire, respect, and in whose judgment they have complete confidence. Suppose our Army fought only for its pay!

or twenty-two,' he's got everything, imagination, accuracy, and caution.

"Under the titles of 'Job Description' and 'Job Evaluation,' it would be well if we all set up the training required, and the skill required. All industry will have to knuckle down to the point of following this procedure, and the sooner the better for all concerned. Those that do not will not survive.

"From the continuous barrage of material published in 'GRAIN' we have all come to realize that even in the bottom of the depression, as Bill Gassler so aptly pointed out recently, there was an acute shortage of hands to unload box cars. Using this as an illustration, most of us

The Returned Vet

On the problem of the returned war veteran, Russell B. Mass of Screw Conveyor Corp., avowed that "most of us are getting the wrong slant. We not only feel we are doing the returned veteran an injustice, but the country is doing so as a whole in treating them as psycho-neurotic cases. This is bad.

"Our real problem with the returned veteran is not the exceptional psycho-neurotic case, but the youngster who was unskilled before he left for the service. And the salaries many of them made in the armed services is out of kilter with what industry can pay today.



"Another phase of this problem is the school boy who never held a job before the war, and won't go back to school now. There are 3,000,000 in this group. . . . These are the problems that face industry relative to the 'vet'."

AMONG THOSE PRESENT

Among those present at the recent Chicago SOGES Chapter meeting—and the total registration added up to seventy-six—those in the pictures which turned out well enough to reproduce here included, left to right:



Top panel: John De Heer, Columbia Malting Co.; Phil Grotevant, S. Howes Co., Silver Creek, N. Y.; John Hall, retired, Washburn Crosby Co.; William H. Gassler, Rosenbaum Bros., and Ed Anderson, Norris Grain Co.



Second panel: Lou Gillan, Herb Goeltzer, Bill Radke, Chet Alger, and Clarence Mack, all of Corn Products Refining Co.



Third panel: Mark Kaplan, Lavelle Rubber Co.; Paul Witt, Northwestern Malt & Grain Co.; Floyd Dailey, Arcady Farms Milling Co.; Harry McKay and Herk Kostner, Westinghouse Electric Corp.; Marshall George, B. I. Weller Co., and Bill Hales, Hales & Hunter Co.

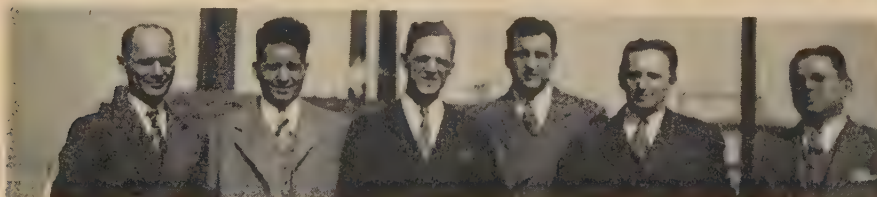


Fourth panel: Andrew Bixenman, B. I. Weller Co.; Louis Camus and Walter Myers, Stratton Grain Co., Schneider, Ind.; Ralph Wilson, Industrial Erectors, Inc.; Christian Rask, Albert Schwill & Co., and "Tony" Antoniu, B. I. Weller Co.



Fifth panel: Don Dunlap, W. D. Allen Mfg. Co.; Leon Chevallet, Spencer Kellogg & Sons, Inc.; R. J. Skala, R. J. Skala Co.; Leonard Danielson, Arcady Farms Milling Co., and Lloyd Forsell, Albert Schwill & Co.

Six panel: D. K. Anderson, William P. Stoneham, John E. Malone, Joe A. Armour, and Joe Parfitt, B. F. Goodrich Co.; Felix Schwandner, Santa Fe Elevator Corp., and Charles E. Harbin, Underwriters' Grain Ass'n.



Bottom panel: Alex Goeringer, Rosco D'Onofrio, and Leonard Danielson, Arcady Farms Milling Co.; Ralph Barcus, B. I. Weller Co.; Frank Slepicka, American Miller, and Chas. W. Adams, Better Methods Engineering Co.

THIS SHOULD SELL ADS

"Most customers buy their equipment and installations," recently wrote a large manufacturer serving the grain and processing field, "more on confidence than intelligence."

BARLEY ASS'N ELECTS

At the organization meeting of the Midwest Barley Improvement Ass'n held at Milwaukee on Aug. 17th, Christ Kurth, Jr., Kurth Malting Co., Milwaukee, was named president; James Hessburg, Froedtert Grain & Malting Co. and James Shakman, Premier-Pabst Corp., Milwaukee, were selected as vice presidents, and H. H. Ladish of The Ladish-Stoppenbach Co., Milwaukee, was chosen as treasurer.

Directors elected were: S. E. Abrams, Jos. Schlitz Brewing Co., Milwaukee; L. B. Faust, Anheuser-Busch, Inc., St. Louis; Wm. Paris, The Fleischmann Malting Co., Chicago; Guido Rahr, Rahr Malting Co., Manitowoc, and Robert Mautz, Albert Schwill & Co., Chicago.

Dr. John H. Parker, formerly Director of the Kansas Wheat Improvement Ass'n, Manhattan, Kan., was appointed Executive Director, and Miss Blanche Hunter, formerly with the Northwest Crop Improvement Ass'n, Minneapolis, was appointed secretary. Dr. J. G. Dickson of the University of Wisconsin is to be technical advisor.

Formed to coordinate and apply the results of research to the problems of practical barley production, the maltsters and users of malt have thus united in a far-sighted, long-range program for more and better barley. The barley research program developed during the past ten years has been a good example of the way industry and investigators of state and federal institutions can profitably work together on a common problem. Thus this new association will utilize the information available in promoting larger barley acreages of suitable varieties, and hence everyone will profit more.



"DON'T BE FRIGHTENED, MRS RIDGEWAY—
HERBERT AND I ARE JUST SAVING FUEL!"

Increased prices for railroad ties

**OPA authorizes price rise
to step up production**

The railroads urgently need crossties. They are needed now — will be needed regularly to enable the railroads to continue meeting the need for vital transportation.

Demand has outstripped the supply from usual sources. So we ask American farmers to help.

Cut and sell some of your timber at new higher prices. Even if you have only a few dozen trees of right size and kind, it will help relieve a critical situation.

Prices are good — increase your income — cut now.

For exact details get in touch with your railroad agent or your nearest tie producer or contractor.



AMERICAN RAILROADS

ALL UNITED FOR VICTORY

FAMILIAR PHRASES SOME
FOREMEN USE

By H. W. PUETZ, Safety Engineer,
Milwaukee

"Too busy with production."

This attitude means injured employees, lost time, damaged machinery or product, and high production cost.

* * *

"Getting a poor class of labor."

Today the average worker is more intelligent than the worker of 20 years ago. They all read and write English and most of them had manual training in school. In many cases it is the Foreman who is a poor teacher.

* * *

"Labor turnover is too heavy."

Few employees leave unless they are dissatisfied with something. Could it be the Foreman's attitude, unsafe conditions, sanitation, company not interested in employee welfare, a misplaced worker, poor tools to work with or obsolete methods of production?

It is a good idea to check all of the above possibilities.

* * *

"Getting disgusted because of a temporary poor accident record."

Don't grow sour on the job. A temporary set-back is a warning that you are slipping somewhere and it is then a good idea to check up and ascertain where the slip is and stop it.

* * *

"I told him to be careful and not get hurt."

Telling an employee to be careful and not get hurt is not enough. You have to watch him and see that he does the job as you want it done.

Too many Foremen tell an employee not to get hurt and then wash their hands of all liability. That is not correct foremanship. The Foreman must be sure the employee is doing the job right.

HUMAN ENGINEERING

By LLOYD FORSELL, Albert Schwill & Company

President, Chicago Superintendents' Chapter

THE NEED for selecting the right workers and putting them on the jobs for which they are best suited, is recognized by management as the first step toward achievement of low production costs. Industry as a whole is not yet in a position to pick and choose, however it IS in a position to start building by formulating a sound personnel program.

You and I as average Plant Superintendents or Managers have a pretty good idea about a personnel program, but do we practice it? I think I can generally say that the average procedure is to look at a man's brawn and, on approval, say: "Go on and go to work."

A set personnel program pays large dividends, including a good deal of respect from your prospective employee in return for any time spent in recognizing him as an asset to your plant's future. Give him that time and you save time later.

An application blank should be given an applicant, with every assistance offered so as to engender confidence. This form should ascertain personal background, family, general education, previous experience as to length of employment, etc.

One thing is most important: Leave this prospective employee with a good opinion of your company, whether you hire him or not. It's cheap and effective advertising. Give him a thorough explanation of your company's product and its uses, plus added incentives for an employee such as group life, accident and hospital insurance, incentive pay, or whatever you may have to offer.

It is just as important to sell a prospective employee on a job as his selling you his qualifications. If it is a position to be governed by a union, as most of our employees would be, it's a good idea to submit a copy of your governing body's contract to make him familiar with his commitments as far as they are concerned. A safety talk can very nicely be worked to advantage, further showing your company's interest in an employee's welfare.

We all know we should do these things, and commencing immediately let's improve our personnel relations by following some such plan, for the benefit of all concerned.

GUEST BOOK BUSY

Callers in the Windy City include: Frank M. Walter, Publicker Commercial Alcohol Co., Philadelphia (President of the International Institute of Milling Technology); Malcolm M. Noxon, Pillsbury Mills, Inc., Minneapolis; Frank Blodgett, Weevil-Cide Co., Kansas City; Charles J. Winters, Public Grain Elevator, New Orleans; Bob Merwin, Eriez Mfg. Co., Erie, Pa.; George Steel, Ralston-Purina Co., and Ray Seeker, Anheuser-Busch, Inc., both of St. Louis.

TROUBLE-FREE

"HYDROZO" Mineral Waterproofing for Concrete, Brick, and Wood Surfaces Adds years of Trouble-Free Life to Your Plant Buildings. Have Your Contractor Use It.

Hydrozo Products Company

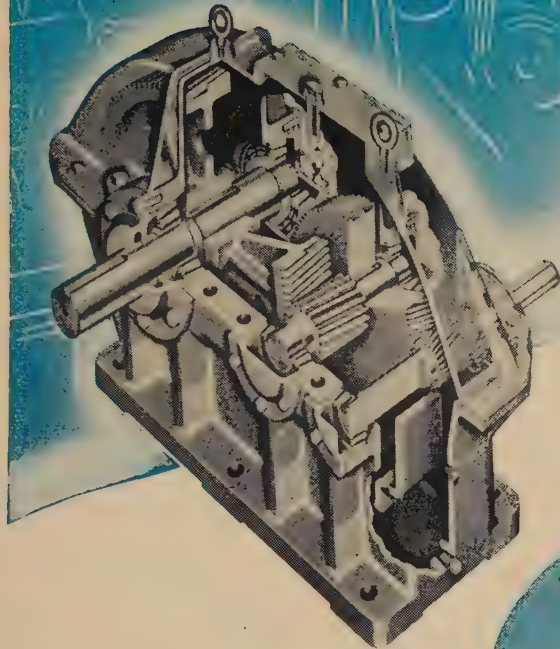
SALES OFFICE

2306 University Avenue Madison 5, Wisconsin

why it pays to *Modernize with Westinghouse Speed Reducers*

PRECISION MANUFACTURING METHODS AND FACILITIES AT WESTINGHOUSE RESULT IN THESE LONG-TERM ADVANTAGES:

- **Quiet Operation and Long Life** ... by the use of Single Helical Gears, cut by the Hobbing Process for maximum accuracy.
- **Maximum Load-Carrying Capacity** and higher resistance to wear and shock by Westinghouse exclusive BPT heat-treatment of Gearing and Shafts.
- **High Operating Efficiency** and low power losses in starting assured by precision machine work and use of antifriction type bearings.
- **Reliable "On-the-Job" Performance** through station-to-station inspection of parts during manufacture; running test of each assembled unit before shipment.



For drives that require speed reduction—and four out of five drives do need speed reduction—it pays to install Westinghouse Speed Reducers. They bring advantages that add up to lowest installed and operating costs.

A complete series of standard Horizontal Parallel Shaft Type Speed Reducers (as illustrated) are available for ratings from approximately 10 to 1000 horsepower, Gearmotors from 1 to 75 horsepower.

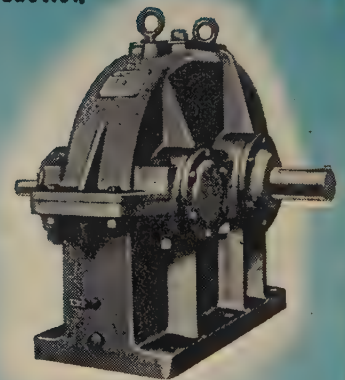
Consult Westinghouse on new drives, or modernization of old ones. Complete engineering service, and servicing facilities through nationwide offices, warehouses and repair shops are available for your use. For details call your Westinghouse Office, or write Westinghouse Electric Corporation, P. O. Box 868, Pittsburgh 30, Pennsylvania.

J-07230

There is a Westinghouse speed-reduction unit for most applications.

TYPE SH SINGLE-REDUCTION UNIT

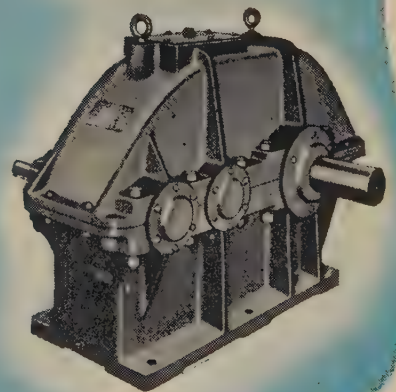
Twelve unit sizes with thirteen standard ratios ... rated for continuous duty ... permit 100% starting and momentary overloads.



TYPE DH DOUBLE-REDUCTION UNIT

Twelve unit sizes with fifteen standard ratios ... rated for continuous duty ... permit 100% starting and occasional overloads.

Westinghouse is also prepared to build units of special design to meet your unusual requirements, such as limited space or other special operating conditions.



Westinghouse
PLANTS IN 25 CITIES . . . OFFICES EVERYWHERE

Speed Reducers

TED MANNING'S SON, BRIGADIER GENERAL TIMOTHY C. MANNING, CHARMS LARGE KANSAS CITY MEETING

President Ward Stanley Reports All-Time High In Interest

"You folks back home are largely responsible for the good food the G. I.'s received at the front, for Uncle Sam was 'tops' in feeding the boys and girls. I've eaten in a variety of 'messes' in Europe and I know the U. S. armed forces had the best. As a matter of fact at times my entire troop carrier wing suspended all other duties to carry special foods to the fighting men for holiday meals. The foods which cost you many points at home were plentiful in our army messes."

In addition to paying high tribute to the army nurses who worked aboard the planes of his command, helping take wounded Allied airmen and more than 9,000 wounded Greek and Yugoslav partisans from secret airfields behind the enemy lines, General Manning added: "Those girls went through every ordeal the men did, yet I never heard a single complaint. Some of those partisans were terribly shot up and had lain for days at a time waiting to be evacuated to our hospitals. We could hardly stand to go back in the planes where they had been. But our boys and girls did good work, usually getting our own soldiers into a base hospital hundreds of miles away within eight hours after they were wounded."

"Our air force mechanics were 'super' too. Their ability, ingenuity and initiative was something to see, particularly after their extremely short training. Our air force had the very latest in radio and radar equipment, plus skilled men to operate it and keep it operating."

"The paratroopers, which we jumped

by the thousands into enemy territory, were positively grand. Every one of them was physically fit, highly educated and full of 'hell.'

"We found gliders marvelous for moving heavy equipment and other supplies into partisan areas, and for taking loads of wounded and evacuees off secret airfields. Snatching will be a popular method in future air traffic."

Commander of the 51st troop carrier wing of the Army Air Forces in the Mediterranean theater, General Manning started the first commercial air line in Kansas City—the old Interstate Transit Air Lines, sell-



Superintendent of Uhlmann Grain Company, a past president and currently a director of the Society of Grain Elevator Superintendents, was a "prime-mover" in establishing the Kansas City Chapter, of which he can be mighty proud.

MEETING TIP-TOP

We had one of the best meetings that we have had in a long time when Brigadier General Timothy C. Manning, Jr., son of our own illustrious "Ted" Manning, was our speaker. We had about sixty in attendance.

The General was introduced by his Dad, and he really gave us a very fine talk. All in attendance agreed that it was one of the very finest meetings this Chapter has held.—Ward Stanley, Standard Milling Co., Kansas City Chapter President.

ing out three years later, in 1931, to Mid-Continent Airlines. He wears the Silver Star, Legion of Merit, Distinguished Flying Cross, Bronze Star and Air Medal. General Manning was visiting his parents, Mr. and Mrs. T. C. Manning, at the time he delivered his interesting talk. He lives in Oakland, California.

General Manning's father, the widely known "Ted" Manning, General

GOING TO SHOW UP OTHERS

We are going to get some new members in Kansas City and environs. Practically every firm is anxious to take out new memberships if we will only go after them. This is what we intend to do, so all can expect plenty of new enthusiasts to be added to our rosters, and soon.—Ward Stanley, Standard Milling Co., Kansas City Chapter President.

CHAPTER GROWING

Ward Stanley, President of our Chapter, sent out twenty letters to prospective members. So far we have had responses from eight, and expect ten new members before the time of our next meeting.—Bernard Friel, Sec'y, K. C.

ROUND TABLE MEETING AT K. C.

The Kansas City SOGES Chapter held a round-table meeting this month with over fifty present.—Earl Gravatt.

HIGH CAPACITY GRAIN CLEANING EQUIPMENT for TERMINAL ELEVATORS!



NEW PRIORITY-RATED EQUIPMENT AVAILABLE FOR ESSENTIAL NEEDS

Hart-Carter normally offers a complete line of special, heavy-duty cleaners for terminal elevators. Included are the 2564 Carter Disc-Cylinder Separator, combining discs and cylinders; and the all-cylinder 45 Hart Uni-flow Grain Separator. These machines offer a profitable answer to whatever cleaning, grading, separating or processing jobs you may be called on to handle.

HART-CARTER COMPANY

670 Nineteenth Ave. N.E.

Minneapolis, Minn.

"HOME FRONT" CASUALTIES HIGHEST

The enormity of the accident toll makes one gasp. Not only were there more killed on the "home front" than at the war front, but the number of injured is simply beyond words.

From Pearl Harbor (Dec. 7, 1941) to V-J Day (Aug. 14, 1945) the Army and Navy reported the following:

War Casualties

Killed	261,608
Wounded	651,911
Missing	32,811
Prisoners	124,194
<hr/>	
Total	1,070,524

Contrasted with these figures, the National Safety Council reports that during this same period the "home front" accident toll was:

Killed	355,000
Injured	36,000,000
Of this latter figure, 1,250,000	

cases are included involving some permanent disability.

160,000 Killed On/Off Job Alone

Breaking down these latter figures into more pertinent classifications, the accident toll to workers alone, both on and off the job, was:

Killed on the job	66,000
Killed off the job	94,000
Injured on/off job	15,000,000

This last figure includes 560,000 cases involving some permanent disability.

Every one rides to work, with few exceptions, and those that walk usually have to cross some streets, consequently the traffic toll alone is equally of concern, viz:

Killed	94,000
Injured	3,300,000

The last figure includes 270,000 cases involving some permanent disability.

118,000 Die Inside Homes

And once again the home looms up large in the casualty compilation, as follows:

Killed	118,000
Injured	17,500,000

Now by the simple device of a pencil and a sheet of paper it becomes quickly evident that plenty of thinking, planning, and action should result.

PERFECT SAFETY RECORD

The eight Van Dusen-Harrington terminals in Minneapolis had a perfect safety record for the month of July, according to Paul H. Christensen, General Superintendent.

Finds It Interesting

One of your recent issues or "GRAIN" has come to my attention. I find this publication very interesting and wonder if I could be placed on your mailing list.—Dr. John H. Parker, Barley Improvement Association, Milwaukee.

Morale: Sompin' dat keeps yo' feet goin' when yo' haid say yo' can't take anudder step.

IT IS TIME TO TAKE STEPS

MORE INDUSTRIAL PLANTS THAN EVER ARE INSURING THE EFFICIENCY OF THEIR MECHANICAL INSTALLATIONS BY HAVING IT DONE THE "KNOW-HOW" WAY — AND HERE'S HOW:

First—GET IN TOUCH WITH THE MANUFACTURERS OR SUPPLIERS OF THE CONVEYORS, GRAIN OR OTHER MATERIALS HANDLING EQUIPMENT YOU NOW HAVE IN YOUR PLANT FOR THEIR SUGGESTIONS ON NEW LAYOUTS AND PARTS. PLACE AN EARLY ORDER WITH THEM FOR THE REPLACEMENTS AND NEW PARTS NEEDED.

Second—CALL THE **INDUSTRIAL ERECTORS, INC.**, FOR THE ERECTION OF YOUR NEW OR REPLACEMENT EQUIPMENT. OUR SERVICES ARE AVAILABLE IN CO-OPERATION WITH THE MANUFACTURERS OF YOUR EQUIPMENT OR DIRECTLY WITH YOU.

And best of all, our services are immediately available.

THE INDUSTRIAL ERECTORS, INC.

OFFICES AND SHOP..... 1316 W. CERMAK RD., CHICAGO 8
CRANE YARD 1306 W. CERMAK RD., CHICAGO 8
WAREHOUSE 1340 W. CERMAK RD., CHICAGO 8
ALL PHONES, SEELEY 1677

SPARKS START BLAZE

It took four hours of fire fighting and 3,600 ft. of fire hose to put out the blaze that threatened the nine-story Philadelphia plant of the Tidewater Mill & Elevator Co., on Aug. 31st. Sparks from a grinder which ignited grain in a conveyor are thought responsible.

WINNIPEG PLANT HAS FIRE

Heavy damage to the elevator and contents was suffered by the Federal Grain, Ltd., elevator at Winnipeg, on Sept. 10. Among other contents, some 300,000 bu. of seed oats were in storage.

DISTILLERY FIRE COSTLY

A \$300,000 fire destroyed the six-story mill building, six carloads of malt, and grain unloading equipment at the plant of the American Distilling Co. in Pekin, Ill., on Sept. 11. A dust explosion was said to have occurred.

ANNEX COMPLETED

The 400,000 bu addition to the Port of The Dalles (Ore.) terminal elevator is about completed, bringing the combined capacity of this plant up to 900,000 bu.

4,000,000 BU HOUSE FOR ENID

A \$1,000,000 terminal grain storage unit of 4,000,000 bu capacity is to be added to the 8,000,000 bu already operated by the Union Equity Co-op. Exchange at Enid, Okla., according to E. N. Puckett, manager.

CINCINNATI CAPACITY GROWING

An additional 400,000 bu capacity is being added to the facilities of the Co-operative Mills of Cincinnati, a subsidiary of the Southern States Co-operative. Warehouse space is being enlarged, and grain unloading and feed loading facilities doubled. The \$750,000 improvement program will bring the mill's output to 300,000 tons annually.

CARGILL STARTS REBUILDING

To replace the soybean processing plant which burned on Oct. 12 of last year, Cargill, Inc., started work recently on its new \$400,000 steel and concrete unit at Cedar Rapids.

ANOTHER SOYBEAN PLANT

Hargrove Industries, Inc., will build a large soybean processing plant at Jonesboro, Ark., it is reported. The initial outlay calls for \$150,000.

\$9,000,000 EXPANSION MOVE

A \$9,000,000 plant expansion program has just been commenced by the Corn Products Refining Co. at its North Kansas City branch. Enlargement of present buildings and additional equipment will absorb most of this large appropriation.

START TO BUILD SOON

The \$3,225,000 plant for the Eastern States Milling Co. at Huron, Ohio, which construction was halted by the war, will doubtless be started soon, according to reports.

COMPLETES \$2,000,000 PROGRAM

Increasing its soybean oil and meal production capacity at Decatur by 50%, the A. E. Staley Mfg. Co.'s \$2,000,000 expansion program has been completed. The new plant is adjacent to the company's 5,500,000 bu storage elevator of which Harold Wilber, Vice President of SOGES, is the Superintendent.

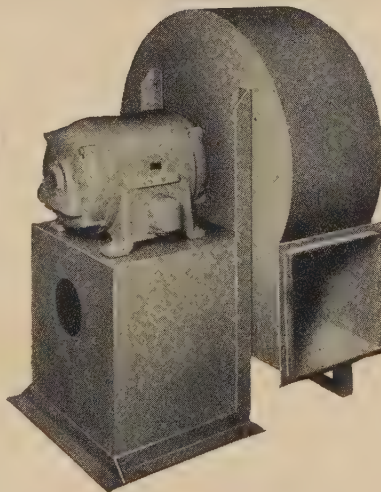
NEW SOY PLANT COMPLETED

The new soybean plant under construction at Taylorville, Ill., for Allied Mills is practically completed. This replaces one destroyed by fire several years ago.

"GENERAL" BLOWERS AND EXHAUSTERS

Improved designs of
all types for every

ELEVATOR AND MILL SERVICE



Steel Plate Exhauster

Steel Plate Blowers and Exhausters—

For air moving material handling.

Disc and Propeller Fans—

For ventilation and dust disposal.

Industrial Vacuum Cleaners—

For dust and spillage pick-up.

Roof Ventilators—

In rotary and stationary styles.



GENERAL BLOWER CO.

Engineers and Manufacturers

Factory and Offices
8604 Ferris Ave.
MORTON GROVE, ILL.

District Sales
506 N. Dearborn St.
CHICAGO 10, ILL.

Left Handed Monkey Wrenches

The old gag of sending the new employee for a left-handed monkey wrench, or a pair of sky hooks or a glass stretcher is a lot of fun. Neophytes have been sent all over town trying to catch up with those allusive tools. It's lots of fun, but it is horseplay.

Today, in a war time industry, we don't have time to waste a man's time by training him in the school of "hard knocks". We've got a job to do, the real job of handling and processing foods and feeds for the nation with as few employees as possible.

The whole food industry has its biggest job ahead of it, and we should strive to impress this fact on every employee, old and new.

Our "breaking in" program should be pared down to the bone. Cut out the unnecessary motions and make the impression on the many new people coming into your organization that you mean business.

Consider how a new man feels if he starts to work for an "essential industry" and has one or more of these pranks pulled on him. They are always humiliating and right now they seem out of place.

Horseplay of this kind is a carry-over from the old school of breaking in a new man. Left-handed monkey wrenches are out for the duration.

Eagerness to move from one job to another is seldom due to mastering of the job you have now.

Keep your head up and your overhead down.

When you play, play hard; when you work, don't play at all . . . Theodore Roosevelt.

NEW TWIN-CITY FEED MILL

A new feed mill to house the grinding equipment now installed in the Soo Elevator in Minneapolis is under construction for The Archer-Daniels-Midland Co. The steel and concrete unit will be 44x32x51 ft. and will house the bagging equipment as well.

NEW BREWERY

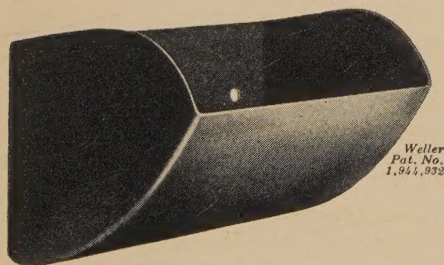
Anheuser-Busch, Inc., will build a new brewery of 500,000 barrels capacity. To be erected in Newark, N. J., the plant will be the most modern in the world.

EXPANSION AT NEBRASKA CITY

A new elevator to handle river and rail shipments will be built by Butler-Welsh Grain Co. of Omaha, at Nebraska City, Nebr., according to the local Chamber of Commerce. Hart-Bartlett-Sturtevant Co. will also expand its facilities on the river front, the report states.

ANNUAL ASSOCIATES MEETING

Charles E. Harbin, Manager of the Underwriters Grain Ass'n, was selected to be chairman of the Chicago SOGES Chapter's annual "Associates Night" meeting held this year in December. Serving with him are Chas. W. Adams, Better Methods Industrial Engineering Co.; Fred Melberg, W. D. Allen Mfg. Co.; Earl Ott, Lakeside Metal Service, Inc.; R. J. Skala, R. J. Skala Co., and Harry Press, Pullman Sheet Metal Works.



If You Only Knew!

How much greater capacity you can get from your elevator legs . . . how much time, money and labor can be saved, you wouldn't "Let the grass grow under your feet" before changing over to the

CALUMET Super Capacity Elevator **CUP**

. . . the elevator bucket with the Logarithmic Curve. Send for Form 35. Learn how much your elevator leg capacity and efficiency can be increased.

B. I. WELLER CO.

327 S. La Salle St.

Chicago 4, Ill.

**We point with Pride to the
Expression of complete
Satisfaction**

by

The International Milling Co.

The Ralston-Purina Company

The Patent Cereals Company

The Lauhoff Grain Company

and others

concerning our

PERFORMANCE.

THE H. J. MELLEN COMPANY

54 W. Jackson Boulevard

Chicago 4, Illinois

Experts in Restoration, Water and
Weatherproofing of Grain Storage
Tanks and Mill Buildings.

DUM DUM CONTRACTORS

WES STRUTT KILLED

Wesley G. Strutt, 46, was killed in an automobile accident near Pendleton, Ore., on Oct. 17. A native of Minneapolis, he was associated with Hart-Carter Co. for a number of years. Transferred to Portland, Ore., to represent the company in 1937, he decided to enter business for himself in 1943, adding The Day Company's dust collection systems, and Strong-Scott Mfg. Co.'s equipment items to his line.

A regular attendant at SOGES conventions while in Minneapolis, he had indicated his interest just prior to his death in helping to get an active SOGES Chapter started in the Pacific Northwest, where he was well known in grain, milling, feed and seed circles. He was always interested in keeping up to date on association activities and with the membership. Surviving are his widow, a daughter and a son.

JOINER FROM PERU

In a letter to Russell Maas of Screw Conveyor Corp., Hammond, Ind., Tom G. Luby wrote: I wish you would enter my name as a member of the SOGES, as I see by GRAIN that you are tied with two other fellows for new memberships.

Mr. Luby, formerly located in Kansas, is now General Superintendent of Compania Molinera Del Peru, S.A., Lima, Peru.

"May I thank God that we live in a country where we can thank God...without permission...and mean it."—Roscoe Ellard.

Cole Brother Dies

Leopold E. Cole, Vice President and Treasurer of The Industrial Erectors, Inc., widely known equipment installing specialists, passed away unexpectedly on Sept. 8th. Joining with his brothers, Sidney I. and Cornelius C. Cole over 18 years ago, Leopold was in complete charge of all construction.

Pioneering the field, imbued with the idea that the erection of equipment could be handled better by outside engineers who specialized in this work rather than by having each manufacturer do their own, the deceased had the great satisfaction of seeing this engineering service blossom into a national enterprise widely used by the grain handling and grain processing industry.

Having engaged successfully in business for himself at the tender age of twenty, making brewing equipment, "Leo," as he was fondly known, knew there is more to installing machinery than simply moving it.

Ralph Wilson, formerly with The Glidden Co., Swift & Co., and A. E. Staley Mfg. Co., will assume his duties.

LOOK FOR RELIEF

Have just returned to the office after an extensive trip. Found most terminal elevators working their heads off, usually with an undermanned force, although most of the boys are looking for this condition to remedy itself before long.—Frank E. Blodgett, The Weevil-Cide Co., Kansas City.

EVANS TO CHICAGO PLANT

William A. Evans has been transferred by General Mills to the General Superintendency of its Chicago properties.

DEEBACH SUCCEEDS ANDERSON

Frank Deebach succeeds LeRoy E. Anderson as Superintendent of Star Grain Co.'s Rialto Elevator in Chicago. General Mills is the parent company.

HALLGREN SUCCEEDS JOHNSON

Don Hallgren has succeeded Art Johnson as Super for Moore-Seaver Grain Co.'s terminal in Kansas City.—Bernard Friel, K.C. SOGES Chapter Sec'y.

NEIL ENGINEER: SCHMIDT SUPER

Bruce P. Neil has been advanced to Chief Engineer of the Belmond (Ia.) soybean plant operated by General Mills, Inc. He is a veteran in the solvent extraction of soybeans.

Succeeding him as Superintendent of Milling and Extraction is Harold Schmidt, former head miller at General Mills' Kansas City flour mill, a GMI 20-year man.

McALLISTER MAKES CHANGE

I am now working for Allen & Garcia Co., Chicago, engineering specialists in mining or mine buildings and equipment.—P. F. McAllister, LaGrange, Ill.

NEW SERVICE FOR TAGS

For many years there has been no adequate servicing of Tag-Heppensall moisture meters, and consequently users of this equipment have been greatly inconvenienced—especially during the busy season when the equipment broke down. Heretofore all work has been done at the factory and this, according to Parke Burrows, has been very slow.

"We are now in position to make complete repairs on all Tag-Heppensall moisture meters here in Chicago," he says. "We will also have these meters available on a rental basis for use by firms while their testers are being repaired by us. We believe that the grain handling and processing industry will be very interested in this new service."—Seedburo Equipment Co.

Lots of people know a good thing the minute the other fellow sees it first.—Job Hedges.

PERFECTION should be your goal in DUST COLLECTION

PERFECTION Dust Collectors are really "tops" in efficiency for the collection of dust, chaff and other extremely fine particles that often have a recovery (or a nuisance) value. That's one of the savings that make it possible for the Perfection Collector to pay for itself. Get further details of styles and sizes from

PRINZ & RAU MFG. CO.

Makers of Separators, Graders,
Scourers and Cockle Machines
1301 N. Water St., Milwaukee, Wis.



"William Henry" The First, Changes Orbit

"WILLIAM HENRY," as he is so widely known, even though his last name of Radke is more often omitted than mentioned, is going to start thoroughly enjoying life commencing November first—even more so than he has in the past. And that's saying a lot for Bill.

For after fifty-two years with the Corn Products Refining Company and its predecessors, he is not going to let the opportunity of pouring all the sunshine he can into their many remaining years slip away from Mrs. Radke and himself.

Starting with the Chicago Sugar Refining Company back in 1893, Bill's biography is just as full of romance and adventure as were those early days of the new-born corn refining business. And as the company was consolidated with the Glucose Sugar Refining Company, so does Bill's past parallel all the major developments recorded by the industry. National Starch and others were absorbed, but at the turn of the century the Corn Products Refining Company blossomed as the backbone company in the business at that time.

Through the years "William Henry" has been in there "pitching" for "Corn Products" day in and day out, year after year—oozing enthusiasm and loyalty for his firm. Always ready to lend a hand, whether to customer or to competitor, whether around the office or in association circles, he knew the company's by-products feed business forwards and backwards. Western Manager of the Feed Department, Bill also has served a number of years as a Director of the Chicago SOGES Chapter, among his other many association activities.

Made Life-Time Director

WHEN it was announced that he would retire on November first, the Chicago Supers got together, elected him a Life-Time Honorary Director of their Chapter, and presented him with an attractive scroll to that effect. He will, as everyone who knows him can tell you, never miss a meeting henceforth, "even if I have to come down in a wheel chair." That's his indomitable spirit which will evidence itself for years to come.

Herbert H. Goeltzer of Milwaukee, another CPR-er "struck from the

same die," succeeds "William Henry" at the company's Chicago office, and has already become well acquainted with many of the Chicago SOGES members.

SCOLES TO DAVENPORT

William J. Scoles succeeds A. G. McMahon as manager of the Davenport operations of the International Milling Co. Mr. McMahon, manager since 1937, is retiring to operate the "Fair Haven" summer resort at Osakis, Minn.

Mr. Scoles was formerly located at New Prague, Minn., and was working on some interesting car unloading experiments prior to this move.

All of us make mistakes, but successful men are those who profit by the mistakes of others as well as their own.

TO GET ACQUAINTED

Mr. James Carr, Superintendent of Norris Grain Company's No. 2 elevator here in Baltimore, has hopes of some day being a member of the SOGES and getting acquainted with you and all the rest of the Supers.—H. Wm. Feemster.

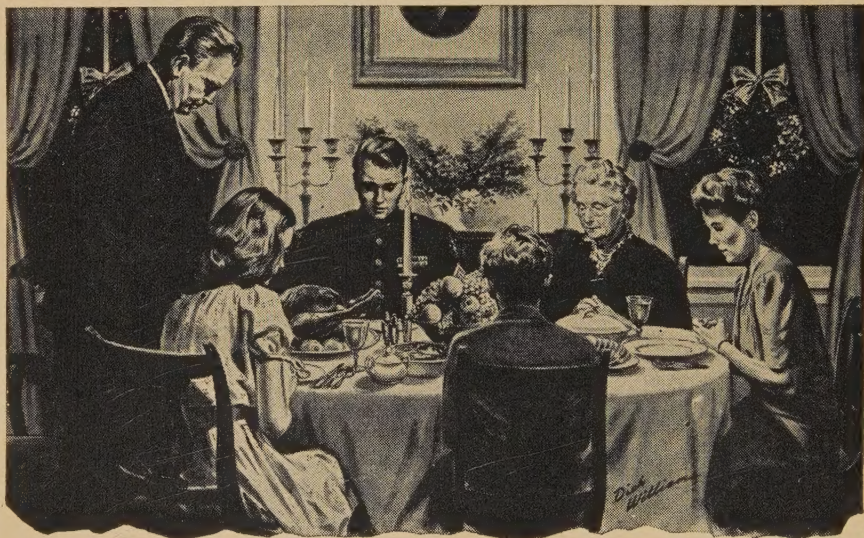
BELL BACK IN BUSINESS

My term of service with the Army Air Forces is finished, and I have returned to my same space. My check is enclosed for \$2.00 for extension of my subscription.—Dwight Bell, Consulting Engineer, 806 Metropolitan Life Bldg., Minneapolis 1, Minn.

SLEPICKA TO N. Y. C.

Frank Slepicka, American Miller, member of the Chicago SOGES Chapter, has been transferred to the firm's New York office at 11 W. 42nd St. He is succeeded by Douglas Dyer.

An optimist is a man who marries his secretary, thinking he'll be able to keep on dictating to her.



What's the other thing we ought to do this Christmas?

FOR the last four years, the Christmas phrase "Peace on earth, good will to man" has had a pretty hollow, bitter ring.

This year, it won't.

And surely, one thing each of us will want to do this Christmas is to give thanks that peace has finally come to us—both peace—and victory.

One other thing we ought to do:

In our giving, this year, let's choose—first—the kind of gift that helped to bring us peace and victory and will now help us to enjoy them.

Victory Bonds take care of the men who fought for us—provide money to heal them, to give them a fresh start in the country they saved.

Victory Bonds help to insure a sound, prosperous country for us all to live and work in.

Victory Bonds mean protection in emergencies—and extra cash for things we want to do ten years from now.

Choose—first—the finest gift in all the world, this Christmas.

Give Victory Bonds!

Give the finest gift of all—VICTORY BONDS!



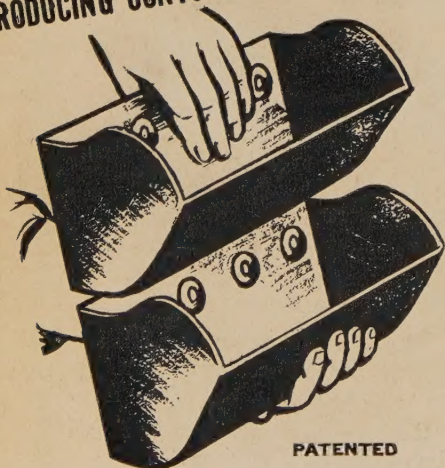
The Standard of the Industry



WHAT THE DESIGN FEATURES OF THE "NU-HY" MEAN TO YOU

- 1** The high lip (high front) is scientifically positioned to scoop up a full load . . . retain it and avoid premature discharge at head pulley.
- 2** The high ends (high sides) are shaped to fit contour of adjoining buckets on belt—reducing gaps between buckets . . . prevent spillage in up leg and over head pulleys.
- 3** The bolt hole position avoids "hinging" action when bucket passes over boot and head pulleys . . . directs pick-up and discharge. Bolt hole indentations act as lock nut, embed belt and bolt head, thus improving traction.

NO OTHER BUCKET HAS THE CAPACITY PRODUCING CONTOUR OF THE "NU-HY"



A REPUTATION EARNED BY THOUSANDS OF INSTALLATIONS IN ALL KINDS OF GRAIN, FLOUR AND FEED ELEVATORS

"Nu-Hy" Buckets have proved to elevator engineers that it is not the speed of the belt, nor the size of the bucket, nor the size of the elevator leg that brings highest efficiencies. The absolute downright fact is that the shape and design of the bucket and its spacing possibilities are what count most.

The above facts are basic and "Nu-Hy" Bucket performance has been a revelation to countless elevator operators—handling greater loads at high, low or intermediate belt speeds—with smoother uniform action, reducing the all-important time factor so essential in grain handling today.

As so-called "prime movers" in elevator legs, "Nu-Hy" Buckets can and will break your capacity limitations. An analysis of your present equipment and operations will reveal to you your capacity possibilities. Send for Form No. 76 which will enable us to make guaranteed recommendations. This places you under no obligation but will demonstrate how you can bring your elevator legs up to their highest potential capacity.

We specialize in the manufacture of Elevator Buckets, Screw Conveyor, Screw Conveyor Accessories, Sheetmetal work for Elevating and Conveying and can offer invaluable experience in your handling problems. Write for Bulletin 1242.

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